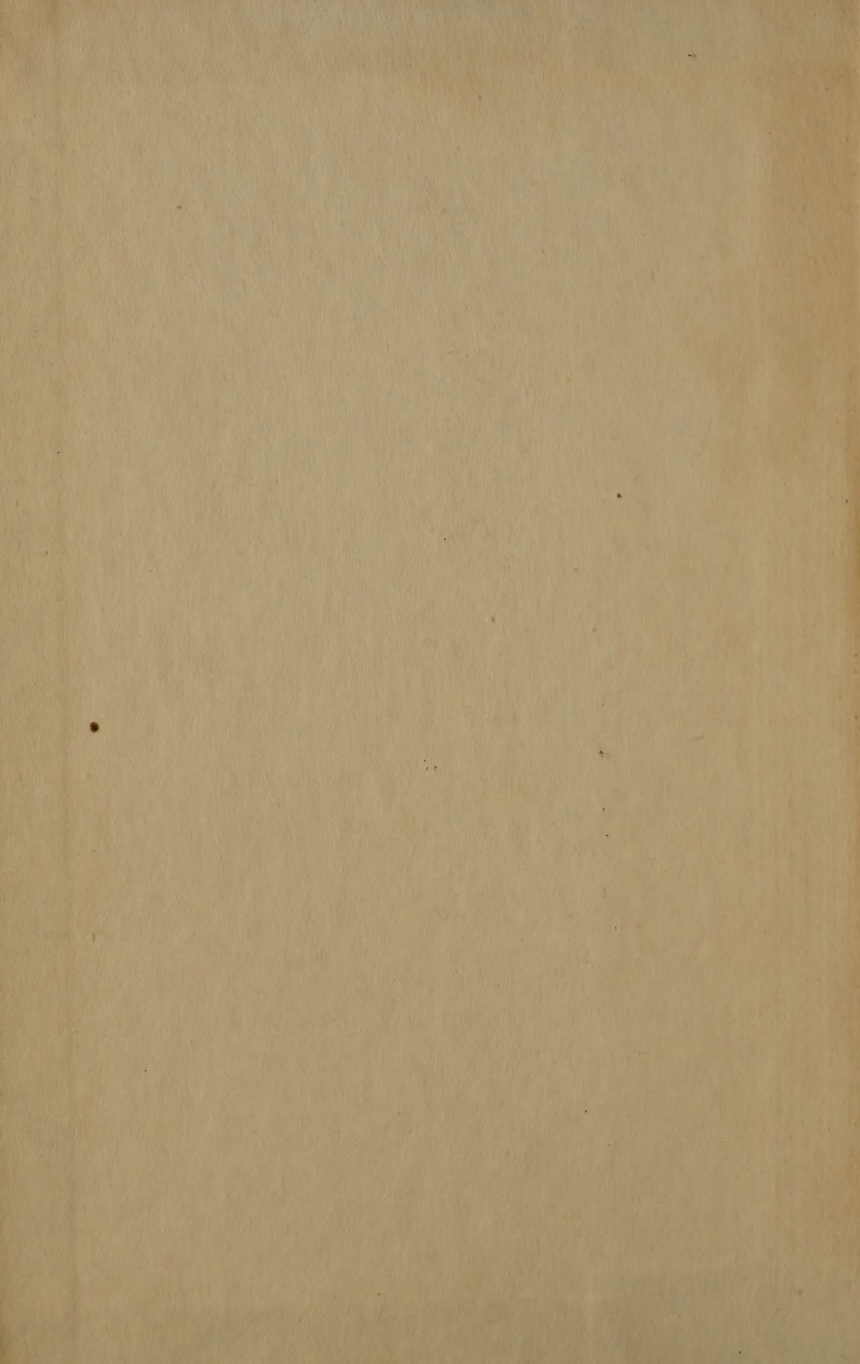


**Indian
Trails
and
City
Streets**

•
Edward S. Rankin



62N

ALLEN COUNTY PUBLIC LIBRARY

5968



3 1833 03419 7183

Gc 974.902 N5-1ram
Rankin, Edward S. 1861-
Indian trails and city
streets

INDIAN TRAILS
AND
CITY STREETS

STUART MANSION
CITY OF BOSTON

THE
STUART MANSION
BOSTON

INDIAN TRAILS AND CITY STREETS

By
EDWARD S. RANKIN, C. E.

THE GLOBE PRESS
MONTCLAIR, N. J.

1927

**Allen County Public Library
900 Webster Street
PO Box 2270
Fort Wayne, IN 46801-2270**

COPYRIGHT 1927
The GLOBE PRESS, Inc.
MONTCLAIR, N. J.

CONTENTS



PART I

THE OLD NEWARK

	<i>Page</i>
THE FOUNDATIONS	3
ORATON, SACHEM OF HACKENSACK.....	13
THE PURCHASE OF THE LAND.....	20
OTHER LAND PURCHASES	26
AN ANCIENT CONTROVERSY	29
A FAMOUS SWAMP.....	48
NEWARK'S WATER SUPPLY.....	52
BOUND CREEK	59
SILVER LAKE	63
THE GREAT BOILING SPRING.....	66
MOTHER NEWARK	68

PART II

STORIES OF NEWARK STREETS

PREHISTORIC HIGHWAYS	75
THE INFLUENCE OF THE PURITANS.....	80
WHAT'S IN A NAME?.....	82
HARBOR AVENUE	88
FACTORY STREET	90
ROSEVILLE AVENUE	92
EVERGREEN AVENUE	95
WOODSIDE AVENUE	97
HAWTHORNE AVENUE	99
BROAD STREET	101

To

WILLIAM C. FIEDLER

President of the Fiedler Corporation

WHOSE THOUGHTFULNESS AND KEEN INTEREST
HAVE MADE POSSIBLE THE PUBLICATION
OF THIS VOLUME.

INTRODUCTION

Mr. Rankin asked me if I would write an introduction to this book if I "found the manuscript worthy of preservation"; and I say at once that to be connected with it will be an agreeable method of acquiring for myself a touch of merit,—for it is a good book!

Mr. Rankin writes chiefly of streets and streams and of metes and bounds; but he puts into his narratives a touch of that indefinable somewhat which gives the breath of life to the simplest prose. The gift of good English he was born with, of course; but the urge to use it in these modern chronicles of events in Newark's birth and early days, came from his ancestry and environment. His father, William Rankin, born on a farm in Elizabeth in 1810, lived in Newark for more than sixty of the hundred and two years of his life; and the writer, E. S. Rankin, born in Newark, has made it his home for his more than sixty years. From Princeton he had a degree as civil engineer in 1881. For nearly a quarter of a century he has had charge of the sewer system of the city. In that quarter century he has seen Newark put aside the dress and manners of an overgrown, sprawling, careless and undirected child of chance development and take on the accoutrements and airs of a self-conscious city, proud of itself, a little overcome by the importance of its manifest destiny, yet quite keen to be worthy of it.

The plain prose of a city's streets does not often catch a writer's eye. Mr. Rankin, compelled by his calling to map them, to note how their rise and fall affects the flow of waters on them and beneath them, and to study how they may best be fitted to one another as the city proper reaches out and joins to itself what were yesterday but suburban villages, has found charming stories in Old Newark's streets. Perhaps it were more proper to say that the stories were there, perforce, and that Mr. Rankin added the charm as he told them!

Chroniclers of Newark have been many. Of all the thousands of pages that they have given us, very, very few, alas! have had other qualities than an estimable accuracy and a detestable dryness. Mr. Rankin's sketches have a little glow, a little warmth, which make them worthy to be read and thereupon to be enjoyed. Our older citizens, such of them as have a touch of native affection for their city, will read this volume with interest and pleasure. I have dared to hope that it will be found worthy to be used not a little in our schools, helping them to arouse, in some of the next generation, an interest in certain foundation facts in the history of a great city whose future is to be in their hands.

J. C. DANA.

PREFACE

Nearly all cities have some distinctive characteristics which distinguish them from all others. It may be in their street layout or in their architectural features. It may be in their topography or a combination of two or all of these features. Contrast the narrow, crooked streets of Boston with the broad, rectangular system of Chicago and many of our western cities; the towering office buildings of lower Manhattan with the quaint architecture of the French quarter of New Orleans; or the dead level of the cities of the western plains with the hills and valleys of our mountain towns. Their names too are in many cases interesting as indicative of their early history; Santa Fé and San Francisco for example, testify to their Spanish origin, as do Saint Louis and Detroit to their French beginnings. The innumerable English names are reminders of the homes of the early colonists, while the memory of the aboriginal owners of the soil is perpetuated in many others.

When, as is the case with Newark, there is added a history dating back for more than a quarter of a millenium, a study of the origins, the character of the founders, the early topography and the many changes which have taken place in the boundary lines becomes of fascinating interest.

As with the cities, so with their streets; there is only one Broadway and one Michigan Avenue. Canal Street in New Orleans is unique, as is Penn-

sylvania Avenue in Washington. Even our own Broad Street is almost in a class by itself. The same diversity in their names is also found, and a little study will often reveal an interesting bit of history concealed in the name of a street.

The articles contained in this book were written at widely varying intervals as the Spirit moved and as time permitted, during the past twenty years, the earliest in 1906 and the latest during the current year. Most of them have been previously printed in one or another of the local papers or in the Proceedings of the New Jersey Historical Society, but all have been revised and some entirely rewritten.

During the writer's long term of service in the Engineering Department of the City, it has been possible for him to collect considerable information regarding the early topographical features of this region, most of which are now entirely obliterated. It is believed that all of the articles contain information not readily available elsewhere, and it was for this reason that the suggestion was made that they be preserved in more permanent form.

Acknowledgement is made to the New Jersey Historical Society, the Newark Evening News, Star-Eagle and Sunday Call for the use of matter previously printed by them; to Mr. John Cotton Dana for his interest and encouragement, and to Mr. William C. Fiedler, whose co-operation made the publication of this book possible.

EDWARD S. RANKIN.

Dream Pictures

*Before an open fire I dozed and dreamed;
The light from shaded lamps was soft and low,
And in the burning coals strange pictures seemed
To form and change and vanish in the glow.*

I

*I looked upon a range of hills, their summits tinged
With early dawn; while at their feet the forest slept.
Beyond, a river wound, its lower reaches fringed
With meadows green. No sign of life I saw except
Where near a brook, within the sheltering wood,
A little group of Indian wigwams stood.*

II

*The picture changed—the sun had risen now—and where
The deerskin wigwams once had stood a village lay.
Men stern of face and clad in sober garb were there
Who calmly faced the tasks of each recurring day.
The morning sunlight bathed in radiant flood
The rude log church, the temple of their God.*

III

*Again a change—the sun rode high—and now before
Me lay a city stretching far and wide, and through
Its busy streets went hurrying throngs, and more and more
It spread, until its limits passed beyond my view.
And over all the scene the purple haze
From smoking chimneys told of prosperous days.*

IV

*High noon—but now the glowing coals began to fade.
I dimly saw the hillsides clothed with homes of men,
Broad avenues, and parks where happy children played,
While all the lowlands teemed with industry. And then
The ashes paled, but in their dying gleams
I glimpsed the future city of our dreams.*

E. S. R.

Indian Trails
and
City Streets

PART I
The Old Newark

THE FOUNDATIONS

THE story of the first settlement of Newark has been told so often that the main facts are, or ought to be, familiar to all. But the more one studies the history of the events which culminated in the founding of our city, the more it must be realized what a unique position Newark occupies among the cities of America, and with what a wonderful heritage it has been endowed.

If we trace the history of the older cities of the country back to their beginnings, there will be found at that time men of many classes and of many nations, from the steel-clad warriors of Spain, in the South, to the peaceful Quakers of Pennsylvania; from the English Cavaliers of Virginia to the French Voyageurs of the northern lakes; the Dutch traders of New York, the Catholics of Maryland and the Puritans of New England. Is it unreasonable to believe that even though centuries have passed, and though the little clusters of huts which marked the beginnings of the settlements have grown to be great cities, some vestige of the character of their founders still clings to the soil? A certain intangible something which differentiates each one of these old American cities from all the rest?

INDIAN TRAILS AND CITY STREETS

Speaking in general terms, it may be said that of the four nations most largely instrumental in the discovery and settlement of America, the Spaniards came for gold, the Dutch for trade, the French for empire and the English for homes. While Spain sent the sword, England sent the ax and the plow. Of course, all the nations founded colonies, all traded and explored, and all fought both with the aborigines and with each other, but the underlying object of each seems to have been as stated above, and for a while, at least, each one accomplished the purpose for which it came. It is estimated that gold to the value of five billion dollars found its way from America to Spain only to be dissipated in wars and the extravagances of the Spanish Court. The Dutch, temporarily, controlled the fur trade of the Hudson Valley, while New France embraced the whole vast area draining into the Great Lakes and the Mississippi River. A narrow fringe of struggling settlements along the Atlantic seaboard seemed for a time destined to be England's share of the new world; but in the end the English idea triumphed and spread until it reached from ocean to ocean. Newark was founded by the English.

Of these English colonies, again speaking generally, Virginia, comprising the settlements between Florida and the Delaware River, was settled largely by the aristocracy, bringing with them in-

THE FOUNDATIONS

dentured servants and the usual accompaniment of adventurers and parasites. The political unit was the county and the large plantation the general rule. In New England, on the other hand, the settlers came mostly from the great middle class, professional men, merchants and farmers, the backbone of any country. Their unit was the Township, and the land was cultivated in small farms by the owners themselves. These New England colonists were known as Puritans.

They came to this country not only to escape religious persecution at home, but also as a protest against the tyranny of a king who was saturated with the idea that kings ruled by divine right, and who wished to impose upon England an absolute monarchy. They came imbued with the spirit of self-government. The several colonies were, in reality, little republics, and though they acknowledged the sovereignty of the king, they insisted on the right to make their own laws, and at their town meetings all important questions were discussed and settled. Tyler, in his "History of American Literature in Colonial Times," says, "The one grand distinction between the English colonists in New England and nearly all other English colonists in America was this: That while the latter came here chiefly for some material benefit, the former came chiefly for an ideal benefit."

Who were these Puritans? We visualize them as

INDIAN TRAILS AND CITY STREETS

a group of stern solemn-faced men and women dressed in strange garb with a Bible in one hand and, if occasion arose to drive a sharp bargain with the Indians, with a bottle of rum in the other.

We think of them as a set of religious fanatics, driven out of their own country by persecution, and then in their turn persecuting others who did not conform to their particular shade of belief. It has been flippantly said of the Pilgrim Fathers that on their landing they first fell on their own knees and then on the aborigines. There is a certain amount of truth in all this, but it must be remembered that it was an age of religious intolerance, and that these men, leaving their English homes for this country, hoped to find here a haven where they would be undisturbed in their beliefs and in their forms of worship. There was room enough in this broad land for all. Those who thought differently could find some other place in which to make their homes.

That is one side of the picture. There is, however, another.

It is almost impossible in these days of swift ocean liners, of Pullman cars and palatial hotels, to realize what it meant then to leave one's home in a settled country, take passage in a small vessel for possibly a two months' voyage at the mercy of wind and wave, and begin life again in an unbroken wilderness, open to attack from savage beasts and the

THE FOUNDATIONS

still more savage Indians. It must have required courage of no small order. It must have required an all-conquering faith in their beliefs. And it must have required more than ordinary physical strength. One half of the Mayflower Pilgrims died during the first winter at Plymouth. Those who came, men and women alike, must have been possessed of these characteristics in the highest degree, and those who lived through the rigors of the New England winters and the fierce battle with the wilderness must have indeed proved in themselves the law of the survival of the fittest. Nor should we criticise too severely their religious peculiarities. They certainly went to extremes, but the movement was a reaction from the worldliness of the times and a protest against the forms and ceremonies of the Church and the looseness and extravagances of the Court. As in all similar movements, the pendulum swung too far and resulted in the extreme strictness of their laws and customs; just as in these present days, due to the cataclysm of the World War, it is swinging too far in the opposite direction, leading to a freedom in manners and dress and talk which would have been frowned upon only a few years ago. As a class they were, for their times a highly educated people, many of them graduates of the English Universities. It was the Puritans who gave us John Bunyon and his immortal *Allegory*, and it is to them that we are indebted for

INDIAN TRAILS AND CITY STREETS

the greatest of English Epics, "Paradise Lost." But it was their sturdy independence and love of liberty which distinguished them above all their other traits. It was this which inspired Oliver Cromwell and his Ironsides, Puritans all, who on the fields of Nasby and Marston Moor, forever banished from the Anglo-Saxon world the doctrine of the Divine Right of Kings. It was this same unquenchable spirit of liberty, this same protest against royal tyranny which we find still living in their descendants who two hundred years later at Lexington and Concord fired the shots which echoed round the world and completed not only for America but for all English speaking peoples the work begun in 1215 when Magna Charta was wrested from the hands of an unwilling king. So, as we smile at their quaint ways and wonder at their apparent inconsistencies, let us not forget the debt we owe them. Without the Puritans, England and America might now be subject to the will and the whims of some man who, like a certain exile in Holland today, claimed to rule by Divine Right. Such were the men and women in whom New England had its beginnings, and to their children were transmitted the faith, the courage and the strength with which they were endowed.

Of those who crossed the ocean in the great Puritan exodus from 1620 to 1640, J. R. Green, in his "History of the English People," has this to say:

THE FOUNDATIONS

“They were in great part men of the professional and middle classes, some of them men of large landed estate, some zealous clergymen, some shrewd London lawyers or young scholars from Oxford. The bulk were God-fearing farmers from Lincolnshire and the Eastern counties. They desired, in fact, only the best as sharers in their enterprises; men driven forth from their fatherland not by earthly want, nor by the greed of gold, nor by the lust of adventure, but by the fear of God and by the zeal for a Godly worship.” Newark was founded by New England Puritans.

Turning again to the religious aspect, while it was their differences with the Established Church which was the primary cause of their coming to this country, they also differed among themselves, and it is to this trait in their characters that John Fisk in his “Beginnings of New England” attributes the rapid dispersion of the early colonists and the formation in a brief time of so many independent settlements. Thus Roger Williams was banished from Massachusetts because of his belief in the separation of Church and State, and founded with his followers in Rhode Island the first American colony whose doors were thrown open to men of all creeds and all races. Others whose views were either more or less strict than those of the parent settlement, moved off to other points where they would be free

INDIAN TRAILS AND CITY STREETS

to live in accordance with their own particular shade of belief.

In 1637, there sailed from England for Massachusetts Bay a company of these Puritans some two hundred and fifty strong, led by their pastor, John Davenport, a graduate of Oxford and one of the most prominent of the Puritan Divines. It was composed, largely, of the better class of London merchants, and is believed to have been the wealthiest and best educated company that came to America during the twenty years that this movement continued. Notwithstanding their wealth and learning, they were of the very strictest type of Puritans, and although every inducement was offered them to remain in Boston or its immediate vicinity, they refused, preferring to establish a colony of their own entirely removed from the older settlements. And so, after a few months stay, hearing of unoccupied lands to the westward on the shore of Long Island Sound beyond the Connecticut towns, they took ship and after a voyage of some days, landed on the shore of a beautiful bay. Here they purchased land from the Indians and laid the foundations of a town which they called New Haven.

All honor to liberal-minded Roger Williams who, because he was in advance of his times, suffered exile rather than be bound by laws to which he could not subscribe. And all honor, too, to John Daven-

THE FOUNDATIONS

port and his followers who voluntarily exiled themselves, forsaking the comparative comforts of the more settled colonies, in order to live as their consciences dictated.

To New Haven were attracted others of like views to those of the original company; other settlements sprang up in the vicinity, and soon the six towns of New Haven, Branford, Guilford, Milford and Stamford, and Southold on Long Island, united into a confederacy known from the name of the parent town as the Colony of New Haven. All went well until King Charles, Second, who hated all Puritans, but who had a particular grudge against the New Haven Puritans, took away their charter and annexed the colony to Connecticut, where much more liberal views prevailed.

Again the issue was joined; once more the old question was raised whether to submit to the word of the King, to live under laws in which they could not believe, or to again move on, leaving the homes which they had built, the wilderness which they had conquered and turned into a thriving settlement, for another new land, another wilderness where, in spite of its perils and its hardships, they would find the liberty they so dearly loved. Many, the great majority, chose the easier way, but there were in that prosperous colony of New Haven, among these men of greater wealth and higher education than any of the other New England colonies, some few

INDIAN TRAILS AND CITY STREETS

who refused to bow the knee, a little company of 65 men with their wives and children, to be joined later by some few others. These were the men who founded Newark.

Mistaken though they were in their ideas of government, they laid the foundations of their city on broad lines. Their lands, to which they held title both from the Proprietors and from the Indians, extended from the Bay to the mountains, from Bound Creek to Third river. The width of their streets and the setting aside of common lands for the use of all, are evidences of their broad-minded policy. Newark, the Theocracy, failed, as all attempts to unite Church and State have always failed, but Newark, their Town on the Passaic, survived and prospered and has become the great cosmopolitan city of today.

ORATON, SACHEM OF HACKENSACK

AFTER several suggestions and considerable discussions as to an appropriate name for the new Parkway traversing Irvington, Newark and East Orange, the Essex County Park Commission decided on the name of Oraton Parkway in honor of the Indian Chief whose tribe claimed ownership of all this region at the time of its settlement by the whites.

It will be remembered that the Newark purchase included all the land lying between the Passaic river and the top of the Orange mountains and extending from Bound Creek to Third river, and what makes the name peculiarly appropriate is that the Parkway lies almost in the exact centre of this tract. Added to this is the fact that the records indicate that Oraton was a man of exceptional character for a savage, a leader among his own and the neighboring tribes of Indians and respected by both the Dutch and the English settlers.

For most of our information regarding Oraton we are indebted to the New York Colonial Documents where some twenty references to him may be found. The first of these is dated April 22, 1643 when after the cold blooded massacre of the Indians by the Dutch at Pavonia and their savage reprisal, a treaty of peace was signed between the

INDIAN TRAILS AND CITY STREETS

Dutch by Wm. Kieft, Director General of the Counsel of New Netherlands and Oratimin, Sachem of Achkinkes hacky and as commissioner for those of Tappan, Rechgawawane, Kichtawane and Sintsink, neighboring tribes. At this time Oraton, or as his name is variously spelled, Oratimin, Oratam, Oratum and Oritany, is supposed to have been between 65 and 70 years old and the fact that he appeared as representing other tribes as well as his own shows the influence he possessed among the red men. The peace was short lived, for two years later he again appears to sign another treaty, and this continues at irregular intervals for about twenty years. On one of these occasions when he with several other chiefs appeared with proposals for a lasting peace between the two races, Oraton is honored with the gift of a gun and tobacco, the others receiving much smaller presents.

The last mention of him is made in 1664, when Oratimin and Mattano become sureties for a peace between the Dutch and the Esopus Indians who had been at war for some time. A kind of League of Nations compact was made, the Chiefs pledging their tribes to take sides against whichever party broke the treaty.

When the English gained possession of the country the natives were treated much more fairly and no serious trouble ever occurred between the New Jersey Indians and the English settlers. How much

ORATON, SACHEM OF HACKENSACK

this was due to the influence of Oraton it is impossible to say, but the records all indicate that while his savage instincts called for revenge when his people were molested, he was always willing and anxious to live at peace with his white neighbors.

An interesting phase of Oraton's character is shown in his attitude on the liquor question and his opposition to the selling of liquor to his people. We are apt to think of prohibition and bootlegging as strictly modern problems, but over two hundred and sixty years ago Oraton appears as a temperance advocate and was perhaps the first duly authorized Prohibition Enforcement Officer in history. The record reads—"Whereas Oratam, Chief of Hackingheseky and other savages have complained several times that many selfish people dare not only to sell brandy to the savages in this city, but also to carry whole ankers of it into their country and peddle it out there, from which if it is not prevented in time many troubles will arise, therefore the Director General and Council of New Netherland, not knowing for the present of a better way to stop it authorize the said chief together with the Sachem Mattanouch to seize the brandy brought into their country for sale and those offering to sell it, and bring them here that they may be punished as an example to others."

"The Chiefs Oratam and Mattano are hereby authorized to seize the brandy brought into their

INDIAN TRAILS AND CITY STREETS

country for sale, together with those who bring it, and conduct them hither.

Done at Fort Amsterdam in New Netherland the 30th day of March, 1662."

For a time this may have had the desired effect for we find no further mention of the matter for fifteen months; but in the meantime the temptation must have proved too strong and the profits too great to be resisted, for then as now the bootlegger followed in the wake of prohibition. Then Oratam and other chiefs again appeared before the Council complaining as before that the Dutch were carrying brandy into their country. "On being told that we tried to prevent it and had authorized Oratam to arrest Dutchmen who came into their country to peddle brandy they replied that they were cheated by the Dutch who said that the General had given his consent and showed a letter giving permission to sell brandy in their country, also that they had taken away a large quantity of wampum whereby the savages were entirely impoverished." They were again told to arrest all Dutchmen who brought it into their country and this time were authorized to bring them back in fetters. They were then offered the following unique reward for their services — "We promised that they should have a piece of cloth for a coat *beside the brandy which such persons should carry*, and he who brought in the first should have two pieces." The piece of cloth can be

ORATON, SACHEM OF HACKENSACK

understood but one wonders what these temperance advocates did with the brandy; perhaps they sold it back to the Dutch with whose habits they were wise enough not to try to interfere.

The last reference we have to Oraton is in connection with the purchase of land by the Founders of Newark. In the words of Robert Treat as recorded in the Elizabethtown Bill in Chancery—"No sooner was the company present got on the place and landed some of their goods, I with some others was met by some of the Hackensack Indians, warned off the ground, and they seemed troubled and angry that we landed any of our goods there though we told them we had the Governor's order, but they replied, the land was theirs and it was unpurchased; and thereupon we put our goods on board the vessels again and acquainted the Governor of the matter." The Governor disclaimed all responsibility and recommended that they call on Oraton, the aged chief of the Hackensacks and try to come to some agreement. So Treat with some others and an interpreter recommended by the Governor went to Oraton's village situated near the present City of Hackensack, and—"The result of our treaty was, that we obtained of a body of said Indians permission to give us a meeting at Passaic; and soon after they came, all the proprietors, viz. Perro and his kindred with the Sagamores able to travel. Oraton being very old, but approved

INDIAN TRAILS AND CITY STREETS

Perro's acting—and a bill of sale was made wherein the purchase of said land will at large appear.”

Although Treat does not mention it, he went to Hackensack armed with a letter of introduction from Governor Carteret dated Elizabethtown, May 26, 1666, and addressed to “Oraton-Honored Sachamore.” In it he speaks of their having lived together in unity and amity and expresses the wish that this may continue. He closes “In a short time I shall take occasion to give you a visit.” On the whole such a letter as one might write to an honored acquaintance.

From the fact that it was necessary to obtain Oraton's consent before the Newark lands could be sold and because the formal deed was dated July 11, 1667 and does not bear his mark, it is assumed that he died somewhere between these two dates.

In a sentence singularly appropriate as a conclusion to this article, the late Hon. William Nelson, for many years Corresponding Secretary of The New Jersey Historical Society, in his book on The Indians of New Jersey, thus summarizes the life of Oraton—“And so fades from view this striking figure in the Indian History of New Jersey. Prudent and sagacious in counsel, he was prompt, energetic and decisive in war, as the Dutch found to their cost when they ruthlessly provoked him to vengeance. The few glimpses we are offered of this Indian Chieftain clearly show him to have been a

ORATON, SACHEM OF HACKENSACK

notable man among men in his day and that he was recognized as such not only by the aborigines of New Jersey, but by the Dutch rulers with whom he came in contact. The name of such a man is surely worthy of commemoration even two and a half centuries after his spirit has joined his kindred in the happy hunting grounds of his race.”

THE PURCHASE OF THE LAND

IN the small park near the foot of Saybrook Place and plainly visible from the windows of the tube trains, stands a small granite monument, erected in 1916 and dedicated to the Founders of the City whose names are inscribed thereon, and who are supposed to have landed near this point on the 21st of May, 1666.

It will be remembered that when they attempted to unload their goods from the boat in which they had come from New Haven, they were warned away by the Indians, who claimed that they were the owners of the land, and that if the white strangers wished to settle here they must first pay them for their hunting grounds.

Instead of looking for another site for their settlement, or seizing the lands by force, Treat and some others, accompanied by an interpreter, went to the Indian village near the present City of Hackensack to interview Chief Oraton. At this conference they apparently came to an understanding, although the formal agreement for the transfer of the lands was not drawn up until a subsequent meeting, nor was the deed delivered or the consideration paid until July of the following year.

The description in the deed reads:—"bounded

THE PURCHASE OF THE LAND

and limited with the bay eastward, and the great river Pesayak northward; the great creek or river in the meadow, running to the head of the cove and from thence bearing a west line, for the south bounds, which creek is commonly called Weequahick; on the west line, backwards in the country to the foot of the great mountain, called Watchung being, as is judged about seven or eight miles from Pesayak Towne. The said mountain, as we are informed, hath one branch of the Elizabeth river running near the above said foot of the mountain. The bounds northerly up Pesayak river to the third river above the town. The river is called Yauntakah, and from thence, upon a northwest line to the aforesaid mountain." In all, as nearly as can be determined from this somewhat vague description, the tract contained about 62 square miles.

The consideration paid for this great area was, as set forth in the deed, "fifty double hands of powder, one hundred bars of lead, twenty axes, twenty coats, ten guns, twenty pistols, ten kettles, ten swords, four blankets, four barrels of beer, ten pair of breeches, fifty knives, twenty hoes, eight hundred and fifty fathoms of wampum, twenty ankers of liquors and ten troopers coats." It has been estimated that the value of these goods was between \$700 and \$800.

We are apt to smile at this odd catalogue and to credit these straight-laced Puritans with driving a

INDIAN TRAILS AND CITY STREETS

hard bargain with the Indians, or at least with taking unfair advantage of their ignorance. Twelve dollars per square mile is certainly a ridiculously low price when compared to the thousands of dollars per foot asked and obtained for parts of this same land today. But such a comparison is of course impossible. There is nothing in common between a city and a wilderness such as it then was.

As to how the price was agreed upon, the records are silent, but it is to be supposed that there was a long discussion and much tobacco consumed before the matter was finally arranged. We can imagine that meeting in the Hackensack Indian village, the council fire around which are seated the ancient Sachem, Oraton, in the place of honor; on the one side Perro and the other braves who signed the deed, on the other Treat and his companions, with John Capteen, the interpreter, completing the circle. The peace pipe is solemnly passed around and then the bargaining begins. The demands of the Indians are met with counter offers by the white men until at last an agreement is reached acceptable to both sides and the newcomers depart to hasten back to their friends waiting at the landing place.

As to whether or not the bargain was a fair one can best be determined by comparing this purchase with others of a similar nature at or near the same time. The purchase of Manhattan Island by the

THE PURCHASE OF THE LAND

Dutch for \$24 worth of beaver skins is of course the classical example. In 1664, about a year and a half before the founding of Newark, four men from Long Island, having first secured the consent of Governor Nichols, purchased from the Indians a tract of land extending from the Raritan river up the "River which parts Staten Island from the Main, to run Northward up after Cull Bay (Newark Bay) Till we come at the first River which sets westward out of the said Bay aforesaid. And to Run west into the Country Twice the Length as it is Broad from the North to The South of the aforementioned Bounds." The purchase of this land marks the beginning of Elizabeth which antedates Newark by nearly two years. In addition to this we have the Bergen tract, Barbadoes Neck, Staten Island and the section of Essex County west of the Orange mountains. All of these lands were paid for in goods of various kinds, the value of which it is difficult to determine accurately. Wampum also figured in all the deals, which fluctuated widely in value, but by using the same unit prices a fair comparison can be arrived at. It is possible by using the prices so obtained and dividing them by the areas which can be fairly approximated, to determine the cost per square mile which was paid for these various tracts. The following table has been worked out on these lines.

NOTE—The cost of the Newark lands is usually

INDIAN TRAILS AND CITY STREETS

given as between \$700 and \$800 as stated above. That given in the table is obtained by assuming the value of wampum to be 80 cents per fathom, that assigned to it by Professor Philhower, a well known authority on Indian matters.

	<i>Date of Purchase</i>	<i>Area in Sq. Miles</i>	<i>Cost</i>	<i>Cost per Sq. Mile</i>
Manhattan Island	1626	22	\$24.00	\$1.10
Bergen	1658	25	116.60	4.66
Elizabethtown	1664	400	365.70	.91
Newark	1666	62	935.80	15.10
Barbadoes Neck	1668	24	682.45	27.60
Staten Island	1670	57	593.60	10.40
Newark, 2nd purchase	1678	7	80.60	10.70
West Essex	1702	21	325.00	15.50

Some authorities contend that the intention of the Elizabethtown deed was to convey a tract one-fourth the size here given. Assuming this to be the case the price per square mile would be \$3.64.

Examples could be multiplied but the above are sufficient to show, first that there was no standard of value for Indian rights and second that the Newark people met the Indians more than half way and paid far more than the average price for the lands they bought from them.

It should be a source of pride to all Jerseymen to know that the men who settled this State in all their dealings with the Indians treated them fairly. We have the testimony of one of their own race to prove

THE PURCHASE OF THE LAND

this statement. Bartholomew S. Calvin, a full blooded Delaware, though educated at Princeton, in 1832, petitioned the Legislature to purchase the hunting and fishing rights which the Indians had reserved when they sold their lands. The petition was granted and \$2,000 paid to the remnants of the tribe who were then living near Green Bay, Michigan. In his letter thanking the Legislature for their action Calvin said:—"Not a drop of our blood have you spilled in battle, not an acre of our land have you taken without our consent. These facts speak for themselves and need no comment. They place the character of New Jersey in bold relief and are a bright example to those states within whose territorial limits our brethren still remain. Nothing save benisons can fall upon her from the lips of the Lenni-Lenape." Truly a wonderful tribute from a conquered race.

OTHER LAND PURCHASES

THE loss of the triangle to the Elizabethtown people seems to have been felt very keenly by the Newark settlers. As has been told, they immediately attempted to purchase in its place the lands across the river but were forestalled by Sandford and Kingsland. They seem to have been obsessed with a desire to own land. One would think that the 54 square miles remaining for a company of some sixty families would have been enough to satisfy any reasonable person, but scarcely was their title to this great area confirmed when they began to look around for more. First they looked toward the east with the disastrous result already recounted; next to the north but again they were too late, another party had come in above Third River; the lands to the south were already occupied by the Elizabethtown settlement, and so they turned westward and extended their bounds to the top of the mountain, a long, narrow strip covering the east slope of the mountain and extending about from Springfield Avenue, Millburn to Passaic County, and comprising about seven square miles. This is usually known as the second purchase. The deed conveying the land is rather interesting: "Whereas in the original deed of sale

OTHER LAND PURCHASES

made by the Indians, the inhabitants of the town of Newark, bareing date the eleventh day of July, 1667, it is said to the foot of the Great Mountains, called Watchung, alias Atchunck, Wee Winocksop and Shenocktos, Indians and owners of the said Great Mountains, for and in consideration of two Guns, three Coates, and thirteen kans of Rum, to us in hand paid the receipt Wereof wee doe hereby acknowledge, doe Covenant and declare to and with Mr. John Wart and Mr. Thomas Johnson, Justices of the peace of the said towne of Newark, before the Right Hon'ble Phillip Carteret, Esq. Governor of the Province of New Jersey, and the other witnesses here under written, that it is meant, agreed, and intended that their bounds shall reach or goe to the top of the said Great Mountains &c.'" Dated March 13th 1667-8.

Still they were not satisfied. They still wanted more land, and in the Old Town Record Book we find this entry: "At a Town Meeting in Newark October 2, 1699 first it was agreed by the generality of the Town that they would endeavor to make a purchase of a Tract of Land lying westward of our bounds, to the south branch of the Passaic River, and such of the Town as do contribute to the purchasing of said land shall have their proportion according to their contribution." In accordance with this agreement, in 1702 the purchase was made of 13,500 acres of land lying west-

INDIAN TRAILS AND CITY STREETS

ward or northwestward of Newark within the compass of the Passaic River and so southward into the Minnisink Path. The people of Newark to the number of 101 joined in the purchase so that it was really a town affair. These lands embraced practically what was the original Township of Caldwell, and the consideration for the whole tract was about \$325. Newark could now be said to extend from the Passaic on the east to the Passaic on the west.

AN ANCIENT CONTROVERSY

IN order to prove the truth or falsity of what has been little more than a tradition regarding the ownership and political standing of the tongue of land lying between the Passaic and Hackensack rivers now occupied by Harrison, Kearny and East Newark, a study of the old records was recently made which proved conclusively that at least part of this area was for a time as much a part of Newark as was the original "Town Plat."

There seems to be no complete history of this region, and it was only by the piecing together of stray references from different sources that anything like a consecutive story could be obtained. In the course of this study it developed that an equally vague tradition, viz. that Elizabethtown did not keep faith with Newark in the boundary line conference on Divident Hill, does not seem to be born out by the evidence. It will be remembered that at this conference it has been claimed that the Elizabethtown people promised to obtain this region for Newark in exchange for a triangle of land at the boundary between the two towns, which promise they failed to keep to the great disappointment and financial loss of Newark.

It may be said, in passing that this part of Hud-

INDIAN TRAILS AND CITY STREETS

son County originally belonged to Essex. The Act of 1673 dividing East Jersey into counties reads, "Essex and the County thereof to contain all the settlements between the west side of the Hackensack river and the parting line between Woodbridge and Elizabethtown and so to extend westward and northward to the utmost bounds of the Province." (Leming and Spicer)

In an old book printed in Edinboro in 1685 entitled "The Model of the Government of the Province of East New Jersey in America," appears the following paragraph— "—opposite to the Town (Newark alias Milford) on the North side of the River lyeth a great tract of land belonging to Mr. Kingsland and Capt. Sandford, the quit rents of which are purchased"—follows mention of other tracts further north "—all of which tracts of land are within the Jurisdiction of Newark." The great tract of land here referred to is the tongue lying between the Passaic and Hackensack rivers and known in all the old documents as New Barbadoes Neck or simply as "The Neck."

It was not until 1710 with the redrawing of the County lines that this section became part of Bergen County. In 1693 the counties were divided into townships of which New Barbadoes together with Aquackanonk were one, previous to which time the above quotation indicates that New Barbadoes was considered as part of Newark. There is however

AN ANCIENT CONTROVERSY

much more positive evidence to this effect, which brings us back to the history of the region.

On July 4th 1668 one William Sandford from the Island of Barbadoes purchased from the proprietors for twenty pounds Stirling per annum a tract of land of some 15,000 acres, and sixteen days later extinguished the Indian rights in the same tract by paying Chief Tautaqua and other Indians a miscellaneous assortment of goods valued at approximately \$600, consisting of wampum, coats and breeches, blankets, powder and lead, axes and hoes, not forgetting one anker of brandy and three half fats of beer. The tract is described as "Beginning at the mouth of the two rivers to go northward into the country about seven miles till it come to a certain Brook or Spring called Sandford's Spring." In 1671 a patent was issued by the Lords Proprietors to William Sandford in trust for Nathaniel Kingsland for 200 pounds Stirling, and three months later Kingsland transferred one third of his right for the same to Sandford for the same amount. This was confirmed by the Governor and Council in May 1673. (East Jersey Records)

As matters now stood Kingsland had a clear title to the northern two thirds of the tract and Sandford to the southern one third, the dividing line being about midway between the Erie and Greenwood Lake railroads. These two gentlemen both

INDIAN TRAILS AND CITY STREETS

came from the Island of Barbadoes, hence the name "New Barbadoes."

In July 1673 the Dutch sailed into New York harbor with a large fleet and took possession of the town and all the surrounding region. Dutch officers at once went through the country requiring all the inhabitants to take the oath of allegiance. Little difficulty seems to have been encountered as the relations between the colonists and the English authorities had been badly strained by what were considered as acts of oppression on the part of the Proprietors. Kingsland appears to have been in Barbadoes at the time, at any rate he failed to take the required oath and his part of the tract was seized by the Dutch Government in New York.

The following note appears in the New York Colonial Records dated at Fort William Hendrick, October 1, 1673. "The Governor has this day resolved to sell Major Kingsland's plantation at Achter Col; and the Magistrates of the Town of Newark are accordingly authorized to drive off and sell at public auction the cattle and swine of said plantation." In the meantime the Newark people, who all this time had viewed with longing eyes the fair land across the river, and had been following the course of events in New York, here saw their opportunity to secure it. Under date of September 6, 1673 the following minute appears in the Newark Town Record Book—"Agreed that Petition be sent to the Gen-

AN ANCIENT CONTROVERSY

erals at Orange'' (New York) ''if it might be, we might have the Neck.'' And on September 16—''Item—Mr. Crane, Mr. Bond, and Mr. Ward are chosen to treat with the Generals about Terms for the land and if they can buy it.'' On October 13, John Ward, Turner and John Catlin are chosen to go to New Orange to buy Kingsland's part of the Neck as cheap as they can; and on October 25, a long Town Meeting was held at which several committees were appointed to take charge of different matters in connection with the purchase, in the minutes of which the following significant statement appears—''Every man in the Town to be assessed for the purchase of that part of the Neck which formerly belonged to Major Kingsland,'' showing that it was a Town and not an individual affair. The most important committee consisted of John Ogden, Jasper Crane, Jacob Melynes, Samuel Hopkins, John Ward, Abraham Pierson and Stephen Freeman who are chosen ''To take the Pattent in their names in the Town's behalf and to give security for the payment of the purchase.''

Winfield, in his ''Land Titles of Hudson County'' quotes the following deed from Anthony Colve, General of New Netherlands and dated Nov. 29, 1673 ''for a certain plantation which belongeth to Major Kingsland, residing in the Island of Barbadoes which plantation and other lands belonging to subjects of the King of England by an Act of Con-

INDIAN TRAILS AND CITY STREETS

fiscation made on 20th September last by virtue of the war is declared confiscated and forfeited, and therefore in consequence of such confiscation has been seized and taken possession of for the behoofs of the Government, and the same plantation and its appurtenances on the 28th of October last exposed for sale at public vendue and sold to Jacob Melyn of Elizabethtown at Arthur Coll who hath afterwards assigned and conveyed his right to the inhabitants of the town of New Work at Arthur Coll aforesaid—so it is that I by virtue of my commission—have sold to John Ogden, Jasper Crane, Jacob Melyn, Samuel Hopkins, John Ward, Abraham Pierson, Sr. and Stephen Freeman for and in the behoof of themselves and *the rest of the inhabitants of New Work aforesaid*, and to their successors, heirs and descendants the aforesaid plantation heretofore belonging to Nathaniel Kingsland lying at Arthur Coll between the Rivers Pessayaek and Hackinsack beginning from the point of land opposite New Work in Pessayaek and running from thence on a northwest line to a fall of water opposite Espatin.’’

Note that the names of the Grantees are identical with the committee mentioned in the Newark Records and that the land was bought on behalf of the inhabitants of Newark, their successors, heirs and descendants.

There must have been some argument over the

AN ANCIENT CONTROVERSY

terms of payment for on November 17th, "Captain Swain is chosen to be joined with Mr. Crane to sue for further easement in respect of payment for the Neck." This seems to have been arranged by giving a mortgage to one Peter Mariens as appears in the following document—"Before me Nicholas Bayard appeared John Catlin for himself and as attorney for Edward Ball, John Baldwin and Nathaniel Wheeler who acknowledged that they were indebted to Peter Jacob Mariens of New Orange in the sum of £43, 6s, 8d the pound being computed at 40 Guilders, Wampum value, on account of a like amount accepted by Jacob Mariens for account of said appearers in part payment of the purchase money of the plantation of Mr. Kingsland, purchased by Jacob Molyn at auction."

The money for the purchase of the land was to be raised by an assessment on all the inhabitants of Newark according to the first division of lots. Payment to be made within three months. (Newark Town Records)

The Town having now secured legal title to the land proceeded to sell it to John Catlin and Edward Ball to whom were later joined Nathaniel Wheeler and John Baldwin, the same four gentlemen named above. The agreement of sale, dated Feb. 24, 1674 contains ten clauses of which the following are of special interest—If their right to the land is lost by any claim of Kingsland or others, the Town will re-

INDIAN TRAILS AND CITY STREETS

turn the money paid by them. *It shall be considered part of Newark* and they shall be liable for their share of the common expenses. They are not to admit any to be inhabitants in their part of the Neck but such as the Town shall approve and allow of. That for and in consideration of their part of the Neck they shall pay £310 in three equal payments.

The terms were hardly completed and these four gentlemen settled in their new homes when the English again took possession of New York. The claim of Kingsland to his former Plantation was recognized and the Newark people obliged to leave. Thereafter for several years the Town Record book is full of references to attempts to be reimbursed for the money expended; delegations were sent to the Dutch authorities in New York and to the English Governor in Elizabethtown to seek reparation, law suits were threatened, and in 1678 "It was thought meet to send two letters to Holland, one to Anthony Colve, the former Governor, and one to the Court of Admiralty, to seek reparation for expenses about the Neck," but all to no purpose. A settlement was finally effected first between the Town and Mariens and then with the "four farmers" but on what terms the records do not say. It seems probable that the entire investment was lost.

So ended Newark's ownership of Barbadoes Neck. In 1693 it, together with Acquackanock was erected

AN ANCIENT CONTROVERSY

into a separate township and in 1710 it became part of Bergen County. Hudson County to which it now belongs was not erected until 1840.

In making this investigation the writer was struck by the personnel of the committee appointed to purchase the land for the people of Newark. It raised in his mind the question whether Elizabethtown had not been unjustly criticized for failing to carry out her part of an alleged bargain. So far as he has been able to discover, the only record of this so called bargain is found in the Elizabethtown Bill in Chancery and rests on the testimony of three old gentlemen, 77, 78 and 92 years old respectively, who were told of it by others who claimed to have been present at the Divident Hill conference 74 years before.

It will be remembered that the original south boundary of Newark was described in the Indian deed as a west line from the head of the cove or the source of Bound Creek, while the Elizabethtown people claimed that their north boundary was a west line from the mouth of the Passaic River. Between these two lines lay a wide belt of land claimed by both. At the historic conference on Divident Hill in 1668 between representatives of the two towns, a compromise was agreed on and a northwest line from that point was fixed as the boundary.

The testimony of Ebenezer Lindsley, one of the three gentlemen mentioned above relating to this

INDIAN TRAILS AND CITY STREETS

matter is as follows,—“That he was 77 years old and had lived in Newark 75 years. That he had often heard from the ancient people of Newark that at a meeting of the Committee of Newark and Elizabethtown it was agreed that Elizabethtown should hold the lands lying between Newark’s west line from the head of the Cove, and a Northwest line from Divident Hill, on condition of the Elizabethtown people purchasing for Newark the Neck of Land now called New Barbadoes Neck. In confidence whereof, three of the ancient People of Newark (to wit Edward Ball, Nathaniel Wheeler and one Baldwin went and settled on said Neck, but the Elizabethtown People not purchasing said Neck of Land and the same being afterward purchased by others, they removed off from said Neck back to Newark again.”

Jonathan Tichenor tells of being present when about 20 years of age (1683) at a meeting of Newark and Elizabethtown men at the head of the cove when an attempt was made to run a west line from that point for the boundary line, “But a Dispute and Quarrel arose between the People of said Towns, on the pretence of a former Agreement made between said Towns, which was, as the said Deponent was then and at several other Times informed by several of the People of Elizabethtown and Newark that the Partition Line between said Towns should be a North West Line from Divident Hill to the

AN ANCIENT CONTROVERSY

Mountain on Condition the People of Elizabethtown should purchase for the People of Newark, a Neck of Land now called New Barbadoes in Lieu of the Land lying between a West Line from the Head of the Cove aforesaid, and said North West Line from Divident Hill.”

Joseph Harrison tells his story in this way, stating that he was 92 years old, born in Branford in September 1667, being a son of one of the Founders. “This Deponent says further (being told thereof the next day or soon after by several persons who were present) that the bounds between said Newark and Elizabethtown should be altered from the head of said cove to a hill called Divident Hill, and to run thence Northwest to the Mountain; and that the Elizabethtown People were to purchase for the People of Newark the Neck of Land now called, New Barbadoes Neck for the Lands lying between a West Line from the Head of said Cove and a Northwest Line from Divident Hill aforesaid. And this Deponent further says that he understood that the procuring of New Barbadoes Neck aforesaid for the People of Newark was as an Exchange or a Consideration to the People of Newark for the Lands lying between said West and Northwest Lines. This Deponent further says that soon after said agreement was made the People of Newark were acquainted that some Gentlemen from Barbadoes had purchased said Neck of Land whereat

INDIAN TRAILS AND CITY STREETS

said People of Newark were dissatisfied, having mist of that Neck of Land; and thereupon laid claim to said Land again lying between said West and Northwest Lines and have continued their Claim to the same ever since.”

These three affidavits seem to establish a fairly strong case against Elizabeth, but certain other things must be considered before accepting it as conclusive. In the first place over seventy years had elapsed between the meeting on Divident Hill where the bargain was supposed to have been made and the taking of this testimony. None of the witnesses were present at that meeting and speak entirely from hearsay, in fact the first two quoted were but four or five years old at the time. Again as opposed to their testimony we have in the “Answer to the Bill” the affidavit of Joseph Woodruff who quotes Robert Treat’s account of the same meeting. Treat was of course the leader of the Newark delegation, but had returned to Connecticut in 1672 of which Colony he later become Governor. Woodruff says “That about 44 years since (1699) he was in Milford, in New England and did there hear Governor Treat say—‘That the Elizabethtown people was so kind to the Newark People that they could never reward them enough. And further this Deponent saith, That he at that time heard the said Governor Tell after what Manner the Line was settled between the two Towns; and that it was

AN ANCIENT CONTROVERSY

done in so loving and solemn a Manner that he thought it ought never to be removed; for he (the said Governor) himself being among them at that Time, prayed with them on Divident Hill, (so called) that there might be a good Agreement between them; and that it was agreed upon, by the Settlers of each Town, that the Line between them should stand and remain from Divident Hill, to run a North West course; and the Governor said, that, after the Agreement, Mr. John Ogden (being one of the first Purchasers) prayed among the People, and returned Thanks for their loving Agreement. And the Governor also said, That if the Newark People differed from the Elizabethtown People concerning that Line, that he believed that they never would prosper. And this Deponent further saith, That he then heard Mr. John Hariman tell the Governor, that some of the Newark People alleged, that if the Elizabethtown People held to the North West Line, that then they were to purchase Barbadoes Neck for them; and that the Governor answered, it was no such thing; and that there was no Truth in what they said."

It should also be remembered that less than two months after the alleged bargain was made the Neck was purchased by Sandford. Surely if anything in the nature of an exchange of property had been intended this was the time for the Newark people to have put in their claim, instead of waiting for

INDIAN TRAILS AND CITY STREETS

seven years, two years after their disastrous experience with the Dutch Government; but nothing of this kind appears unless the following minute from the Town Records can be so construed,—
“Item—The Court ordered and desired Mr. Robert Treat, to write to Mr. Ogden and Mr. Bond about our Bounds, and signify to them that it is the Town’s Mind fully, to have no Farm settled near our Line or Bounds, if their Town will do the like—whereto our Town consented unto long since.”

Still stronger evidence against such an agreement is found in the official account of the conference as set forth in the Town Record book—“These may certify and Declare, that we whose Names are hereunto Subscribed, being Chosen and Commissionated with full power from Elizabeth Town, and Newark plantation upon Passaic River, to agree upon and fully Issue the Divident Line and Bounds between the forenamed Elizabeth Town and Newark Town, which is as followeth, Viz; That is Consented unto that the Center, or place agreed upon by the said Agents of the Towns for to Begin the Dividing Bounds, is from the Top of a Little round hill, named Divident Hill; and from Thence to run upon a North West Line, Into the Country. And for the Ratification of our Agreements, the Said Agents of Elizabeth Town have marked an Oak Tree with an E, Next them; And the Said Agents of Newark Town have marked the same Tree with an N, on

AN ANCIENT CONTROVERSY

that side Next them and Their Town; and to the said Agreement we have this Twentieth day of May in the year 1668, set to our hands Enterchangeably.

Truly Copied out of the Original agreement by
Me—Robt. Treat.

Agents of	{	Jasper Crane
Newark		Robt. Treat
Town.		Mathew Camfield
		Richd. Harrison
		Thos. Johnson

Elizabeth	{	John Ogden
Town		Luke Watson
Agents		Robt. Bond
		Jeffery Joanes.”

Not a word about Barbadoes Neck, and certainly if there had been any agreement as to an exchange of lands it would have been here set down.

Again on September 29, 1671 we find the following “Item—Free liberty was by a full Vote Given to any Amongst us, of Freeholders of our Town, to enter on Treaty of Sale, and to Buy the Neck of Capt. Wm. Sandford, or his Uncle or Both if they could Agree for it, and pay what they shall engage; and the said Town would expect Nothing of them, But to pay their Shares to the Minister in Newark, unless they would freely of Themselves

INDIAN TRAILS AND CITY STREETS

Give and Grant some further Priviledge to The Town, where to they May Not be Compelled. And it's Agreed that None shall be exempted from liberty of Purchasing, that do Now Desire It; and that he shall have and Enjoy his Share and Proportion of what he Purchaseth, according to his adventures and Monies Expended about the same; and there presently appeared so many Volunteers, as to make Tender to Capt. Sandford or such as had the Right of Dispose, the sum of Eight Hundred Pounds In Cattle and Provisions, pay here, with some Pipe Staves, within Four Year Next Insueing; and they referred to the Matter to Mr. Pierson, Sen'r, to draw up the Letter, with the Names and Shares that they propounded to Expend for the Procuring of the same; and to keep a Copy of Mens Names and Shares Adventuring, and what is Committed to the said Sandford under their hands, for the Buying of the said Neck Aforesaid." The wording in places is somewhat obscure and the capitalization and punctuation atrocious but evidently there were many volunteers who were ready to adventure their money in the purchase of the Neck without looking to Elizabethtown for assistance. As nothing further appears in the Records about this proposition the inference is that Sandford refused to sell.

Two years later the Dutch occupation and the seizure of the land by that Government opened the

AN ANCIENT CONTROVERSY

way for its purchase by the Newark people as has already been recounted, which leads back to the Committee sent to New York to bid in the property. As stated above this Committee consisted of seven men, John Ogden, Jasper Crane, Jacob Moly-nes, Samuel Hopkins, John Ward, Abraham Pier-son, Sr. and Stephen Freeman. Of the seven three were from Elizabeth Town. Who were these three and why were they appointed on this Newark Com-mittee? John Ogden who heads the list was one of the Founders of Elizabeth Town and its most prominent citizen; during the Dutch occupation he was chosen as Schout. Jacob Moly-nes (Molyn) or Melyn) was born in Amsterdam; his father, Cor-nelius Molyn, came to this country in 1639, settling in New York; he obtained a large grant of land on Staten Island and became its Patroon. At the time of the founding of Elizabethtown the family were living in New Haven from which place Jacob moved to Elizabethtown and became one of the Associates. Hatfield says of him that during the Dutch rule he was in high favor; he was appointed one of the Schepens or Magistrates of the town and was Cap-tain of the Militia; his knowledge of the Dutch tongue gave him much influence with the new Gov-ernment. Samuel Hopkins came to Elizabethtown in 1670 and was also made a Schepen by the Dutch; he was also Secretary to the six East Jersey towns, Elizabethtown, Newark, Woodbridge, Piscataway,

INDIAN TRAILS AND CITY STREETS

Middletown and Shrewsbury. It will be seen from this that all three were prominent men and were undoubtedly asked to serve on this Committee on account of the influence they could bring to bear on the New York authorities.

After making the study outlined above the writer ventures the opinion that at the boundary line conference in 1668 the Elizabethtown people made no promise to purchase Barbadoes Neck for the Newark people, that there was no agreement to give this land as a consideration or in exchange for the triangle relinquished to Elizabethtown by Newark, but that the suggestion was made that it, being unpurchased, could be secured by Newark if they needed more land to offset that which they were giving up, and that they, the Elizabethtown people would do what they could to assist the Newark people to obtain it, in other words would use their good offices with the Governor and the Proprietors. Before the necessary arrangements could be made Sandford stepped in and bought the property over their heads.

When the opportunity came to purchase the confiscated land from the Dutch Government these three men in fulfillment of the old promise accepted positions on the Committee and the land was actually bought by Molyne, an Elizabethtown man, and immediately turned over to Newark.

The bitter disappointment and financial loss suf-

AN ANCIENT CONTROVERSY

ferred by Newark, to which should be added the universal human trait of trying to find someone on whom to place the blame for one's misfortunes, gradually distorted the promise of assistance into a promise to buy. Many years went by, there had been several disputes about the boundary between the towns and doubtless relations had at times been somewhat strained. The second generation had come and was passing away before these three estimable old gentlemen were called upon to make their dispositions; they had grown up in the belief that Elizabethtown had broken her promise to Newark and what they said was undoubtedly said in the full belief that the true facts in the case were being told.

A FAMOUS SWAMP

A FEW years ago complaint was made to the City authorities that the granite basin heads on the corner of Nineteenth avenue and South Fifteenth street were set so high above the sidewalk as to be dangerous to pedestrians, particularly after dark. An investigation showed that the complaint was well founded, the basin heads being from eight to twelve inches above the curb and sidewalk level. And thereby hangs a tale; a tale reaching back to the very beginning of Newark, in which are strangely mingled the howling of wolves, the perfumed breath of bay blossoms, and a seemingly bottomless pit which a discouraged contractor vainly tried to fill.

In the old Newark Town Records, as far back as 1667, appears the following—"Item, the Town agreed, that any Man that would take Pains to kill Wolves, he or they for their Encouragement should have 15 s. for every grown Wolf that they kill, and this to be paid by the Town Treasury." No less than seven times reference is made in this book to the killing of wolves, the last being in 1702, after which time it is to be presumed they had been practically exterminated within the town limits. The bounty ranged from five to twenty shillings per head.

A FAMOUS SWAMP

In the western part of the town, in a long diagonal stretching from about Fourteenth avenue and Twelfth street to Avon avenue and Seventeenth street, was a morass known in the early days as "Wolf's Harbor," probably for the reason that in this marshy and worthless tract of land the wolves had their hiding places and survived there longer than in any other part of the settlement. The name was preserved in an old street called Harbor Avenue, lying between Seventeenth and Eighteenth streets, the last of which was officially vacated as late as 1909.

After the final disappearance of the wolves, this marsh was given the more euphonious name of Magnolia Swamp, doubtless due to the prevalence there of the magnolia or sweet bay tree, a tree not uncommon in the marshy lands of the State, but which, except in gardens, together with the wolves, has long since disappeared from the City. Magnolia street, not far from this locality perpetuates the name. We can imagine in the old days the young people of the town resorting thither, the gallant swain at the risk of wet feet and soiled trousers daring the terrors of the swamp to gather the fragrant blooms for the fair one waiting on the solid ground.

And now there is a long jump in the story to the year 1872. The marsh had long been a public dumping ground until it had apparently become as

INDIAN TRAILS AND CITY STREETS

solid as the surrounding land, and the growing City hemmed it in on all sides. A contract was awarded in that year to one Edward Keogh for the grading of South Fourteenth street from South Orange Avenue to Avon Avenue, directly through the centre of the old swamp. Everything proceeded smoothly until the edge of the bog was reached. Then the trouble began. Day after day the men worked, dumping in earth to fill the street to the required grade, and night after night this earth, breaking through the surface crust, was swallowed up in the depths of the swamp. The work was to have been completed by June first 1873 but it was more than a year later when the street was finally accepted. The contract called for 26,000 cubic yards of filling; over 38,000 yards were paid for and no one knows how many thousands more were actually used. The contractor is said to have buried his entire fortune in the bog and ever since then the whole marshy area has been known as Keogh's Hole.

Another jump of 31 years and it became necessary to construct a sewer in South Fifteenth street from Springfield avenue to Eighteenth avenue. Previous soundings had shown that below the surface the ground was still soft and spongy, reaching in places to a depth of thirty feet, so it was thought advisable to build the sewer on a pile foundation. Piles were driven through the soft material into the hard clay beneath and on these the sewer and the catch basins

A FAMOUS SWAMP

were built. Two years later Fifteenth Street was flagged and paved, and it seemed at last that Keogh's Hole, as well as Magnolia Swamp and Wolf's Harbor could be wiped off the map. But no sooner was the work completed than the whole street, pavement, curb, sidewalks and all began to slowly settle. All but the catch basins, these resting on their solid pile foundation remained as built, while the rest of the street has ever since been gradually sinking, leaving the basin heads as stated a foot above the level of the sidewalk. So the story ends where it began, with the dangerous condition existing at Nineteenth avenue and Fifteenth street.

NEWARK'S WATER SUPPLY

IN the early days of Newark a little brook flowed from the hillside down the north side of Market Street. At a point midway between Halsey and Washington Streets it was joined by another stream and together they flowed south, crossing Lincoln Park and passing near the old Emmet Street station of the Pennsylvania Railroad, wound through the meadows and finally emptied into Bound Creek. This stream was named Wheeler's Creek after Nathaniel Wheeler, one of the first settlers. The lower part, through the meadows, is still in existence, but all traces north of Poinier Street have long since disappeared.

In laying out "Our Town on Passaic" the Founders, in addition to the streets, set aside four plots of ground for public use, the Training Place and the Market Place, now Washington and Military Parks, the Burial Place and a small triangle on the south side of Market Street west of Washington Street known as the Watering Place. Through this flowed the stream described above and hither came the settlers to water their cattle and to carry away pail fulls for domestic purposes. Thus was the establishment of a public water supply coincident with the founding of the City.

NEWARK'S WATER SUPPLY

Just why this particular spot was chosen cannot now be determined. It was, of course, centrally located and the quality of water, coming as it did from the springs on the neighboring hillside was probably the best.

The subsequent history of the Watering Place forms an interesting Chapter in the story of Newark's development, but would be out of place in the present discussion.

Later on town pumps were established at different points. Such a pump once stood in the center of Broad and Market Streets and even within the writer's recollection there was a pump, a large wooden affair at Broad and Orange Streets, and one on the north side of Market Street where Washington Street widens out. There were also fire cisterns at a number of places throughout the City, great brick chambers built beneath the streets, arched over at the top, with a square opening through which the water could be pumped out and used to extinguish fires. These cisterns are even now occasionally encountered in excavating for sewers.

Such with private wells were the primitive means employed for supplying the people of the village with water, but along toward the beginning of the last century it was felt that the time had come for a water supply more in keeping with the rapidly growing community, so in 1800 the Newark

INDIAN TRAILS AND CITY STREETS

Aqueduct Co., was incorporated to supply the town with good and wholesome water.

And here for a time the old Watering Place indirectly appears again, for it was from the springs west of High Street and south of Thirteenth Avenue, the source of the brook which flowed down Market Street that the new Company obtained part of its supply. The larger part was collected from two groups of springs, one near Sussex Avenue and First Street, and the other and larger group north of Orange Street, near the Canal. It was the land belonging to the Company at the last named point later transferred to the City Water Board, that finally formed the nucleus of Branch Brook Park and the Essex County Park system. The first conduit used by the new Company were hollow logs, pointed at one end and reamed out at the other so that they could be driven together to form a continuous pipe. These wooden pipes were later replaced by iron, and the Company continued to supply water to the town from these springs, supplemented toward the end by water from the Morris Canal, until 1860 when by Act of Legislature the Newark Aqueduct Board was created with power to purchase the plant of the water company, which was accordingly done at a cost of \$150,000. Whatever may have been the value of the distributing system, it would appear that the supply itself was even then unsatisfactory, for Mayor Bigelow in his

NEWARK'S WATER SUPPLY

message of that year spoke of the need of a new water supply, the present facilities being considered notoriously insufficient; and in 1866 the Board of Health passed the following resolution which was published in the papers:

“WHEREAS, investigations have demonstrated to the satisfaction of the Board of Health that the water furnished by the Newark Aqueduct Board and supplied to the inhabitants of this City is not only inadequate in quantity, but of such an inferior and impure quality as to seriously affect and injure the health of those persons using the same, and

WHEREAS, the public health being thus endangered this Board demands *immediate* and *prompt* action in the premises; it is therefore

RESOLVED, that the water now furnished by the Newark Aqueduct Board is hereby declared to be a nuisance.”

Rather strong words for one city Board to address to another.

Whether on this account or by reason of the public demand, the Board soon after decided to change their source of supply, and in 1870 the works at Belleville were finished and the City supplied with water from the Passaic River.

Scarcely were the new works in operation when it became evident that the condition of the river was becoming worse. The Aqueduct Board in 1878

INDIAN TRAILS AND CITY STREETS

engaged engineers to report on all possible sources of supply, and in their report submitted in the following year appears the first mention of the Pequannock River as one of the possibilities. During the succeeding years committees were appointed to consider the matter by the Aqueduct Board, the Common Council and the Board of Trade, public meetings were held and many communications pro and con appeared in the public press.

To Joseph E. Haynes, for 10 years Mayor of the City is due the credit of chrystalizing the growing sentiment and centering it upon the Pequannock Watershed. In his Third annual message January 1886, appear these significant words: "The importance of an abundant supply of pure water can not be over estimated—That from the Pequannock seems the most feasible and best adapted to meet the requirements of our City for the present and also having due regard for the future."

In his next message he again refers to the subject in still stronger words: "The time has come for Newark to act,—the Pequannock seems to be the source best suited for our purposes."

The committees referred to had received propositions from a number of different concerns, including the Lehigh Valley Railroad, claiming to own water rights in the northern part of the State. These were gradually sifted out, and finally on September 24,

NEWARK'S WATER SUPPLY

1889, a contract was signed between the City and the Railroad Company acting through its subsidiary the East Jersey Water Company by which for the sum of \$6,000,000 the company agreed to construct the necessary reservoirs in the Pequannock watershed and deliver to the Newark mains a supply of 50,000,000 gallons per day.

As was to be expected in a proposition of this magnitude considerable opposition was encountered and the usual crop of letters from "Citizen," "Taxpayer," etc., appeared in the papers.

The price asked by the water company was by many considered excessive, there was talk of extravagance and even of dishonesty. A prominent citizen writing to a member of the committee uses the words, "I wish to ask of you and of the Common Council for what purpose, what object, the reason for the proposed expenditure of six million dollars, that you and my children's grandchildren will not see paid." In reply to this question it is interesting to note that the last of this debt was paid off in 1922. But in spite of opposition the contract was signed and there is not a single resident of Newark today who is not satisfied that it was one of the wisest, if not the wisest move ever made by the City. Mayor Haines to whom special credit is due for his untiring efforts in pushing the matter to a successful conclusion, in his annual message of 1889 referring to the reduced majority by which he was elected

INDIAN TRAILS AND CITY STREETS

uses these prophetic words, the italics are his own: "The signing of the contract was made a political question in the Charter election and I must be content with a small majority for my vindication for the present, leaving developments *which will appear in the future* for further vindication." He has indeed been vindicated.

The rest may be briefly told. In May 1892 Pequannock water was turned into the Newark mains and on September 24, 1900 the entire plant capable of supplying 50,000,000 gallons per day became the property of the City. It seemed at that time that our water troubles were over for at least a generation, but owing to the rapid growth of the city, in large measure due to this very water, we are already dangerously approaching the limit of capacity of the reservoirs. It is for this reason that the Board of Commissioners is using every effort to hasten the work which will give us additional water from the Wanaque shed.

BOUND CREEK

THE great creek or river in the meadows, running to the head of the cove and from thence bearing a west line, for the south bounds, which said great creek or river is commonly called Weequahic," so reads the description in the deed given to the Founders by the aboriginal owners of the land.

Geologists tell us that in a former age, before the great ice sheet covered the land, the Passaic River, or at least a large part of it, flowed through the gap in the mountain at Short Hills and found its way to the sea somewhere between Newark and Elizabeth, and it has been suggested that the stream which we now know as Bound Creek is all that is left of this pre-glacial river.

Students of Indian lore say that before the coming of the white man this same creek was the dividing line between the lands of the Hackensacks and the Raritans; and the early records as quoted above, show that it was the southerly boundary of the lands bought by the Founders of Newark from the Hackensack Indians, and that it marked the division between the Newark and Elizabeth purchases.

Unless one knows where to look it is a rather difficult matter to find Bound Creek today. From the

INDIAN TRAILS AND CITY STREETS

Bay westward to the Pennsylvania Railroad it flows through the meadows in a sluggish and tortuous course but west of the railroad to Meeker Avenue it is no longer visible, the water being carried in a more direct course through an underground conduit and its former channel filled level with the surrounding land. But beyond Meeker Avenue, if we know our history and geography, we find Bound Creek again, but transformed and glorified into Weequahic Lake.

Looking at this narrow, shallow stream winding through the meadows it is difficult to believe that it could ever have had any commercial value, and yet we have abundant evidence to prove that in the early days it played an important part in the development of this region. From testimony taken in the famous Elizabethtown Bill in Chancery, 1745, we learn "that a vessel of about 80 tons burden was built in it several miles from the mouth thereof." It is about two and a half miles from the Bay to the Pennsylvania railroad in a straight line, though four miles if the windings of the creek are followed, and the only high land lies between Frelinghuysen and Meeker Avenues; it is probable therefore that the boat was built somewhere between these two streets. A vessel of 80 tons would be somewhere

Coming down to later times, Mr. Shaw in his history of Essex and Hudson Counties, says "Bound Creek, now by no means imposing, was for a long

BOUND CREEK

time the free port of entry for the interior. Here periaugers entered laden with merchandise from New York and landed it close by the present bridge crossing the creek on the Lower Road to Elizabeth." (Meeker Avenue). And still later, the late Chancellor Magie in an article written for the Historical Society Quarterly says, "Once when I was driving to Newark I was with an old man who was born in that neighborhood and lived there until he grew up. As we were crossing the stone bridge my old companion pointed out to me the decayed and broken timbers of what had formerly been a bulkhead or wharf along Bound Creek, and told me that in his youth the farmers used to send their produce from that wharf by sloops to New York and obtained by the return of the vessel what they needed from the city."

Coming now right down to date, about a year ago the writer was taken by an old resident man about 80 years of age to what he claimed was the exact spot where the old wharf once stood, a point about 500 feet north of Meeker Avenue. "This place," he said, "used to be an island surrounded by a swamp. Several large trees grew on the island and a road led from here to Meeker Avenue along the east shore of the creek." He then went on to tell how the house he lived in on Meeker Avenue was built about 1700 (This date is probably much too early, more likely it should be 1800) and that the

INDIAN TRAILS AND CITY STREETS

brick and stone of the foundation, the lath and plaster and the shingles were brought from England and shipped to the spot via Bound Creek. The large timbers were hewn from oak trees secured near by.

The boundary line of the old Township of Clinton began at the "old dock on Bound Creek," and this dock is shown on the Commissioners' maps of the city, marked also "Indian Corner," but it is a quarter of a mile north of Meeker Avenue and on the west side of the creek, so it is evidently not the dock mentioned above. From this it would appear that there were two landing places for the New York vessels one of which was in Newark and the other in Elizabeth, as they were on opposite sides of the creek which at that time was the dividing line between the two towns.

As stated above, the creek bed has been filled in between Meeker and Frelinghuysen Avenues and all vestages of creek and docks have gone, but there may still be found, if one cares for such things, the iron railing of the bridge at Frelinghuysen Avenue and the old brown stone abutment of the culvert which carried the waters under Meeker Avenue where in the early days the sloops used to start on their long voyage to New York.

SILVER LAKE

ON the Orange branch of the Erie Railroad, just across the Newark line in Belleville, there is a small station called Silver Lake, but if one should leave the train at this point he would look in vain throughout the neighborhood for anything even remotely resembling a lake of any description, the nearest approach being a narrow, much discolored stream which, by no stretch of the imagination could be conceived of as a lake, silvery or otherwise. Notwithstanding this, on maps of the City published prior to 1890 a body of water is shown stretching from the corner of North Sixth Street and Heller Parkway to Bloomfield Avenue and North Thirteenth Street; a distance of some half a mile with a width of about 300 feet, comparable in size, though somewhat larger, than the largest of the Branch Brook Park lakes.

Up to the night of July 30th, 1889, such a body of water was actually in existence, officially called Silver Lake but popularly known as Sunfish Pond. On that night during a great storm, the dam which impounded the water was carried away and Silver Lake passed into history.

The dam stood just south of the old stone culvert which still spans the stream at Heller Park-

INDIAN TRAILS AND CITY STREETS

way, or the Old Bloomfield Road as it was then called. Facing the road near the dam stood an old mill, and a short distance along the east shore were several ice houses, for these were the days before the deadly microbe was so much in evidence, and ice from Sunfish Pond found a ready sale in the Newark market. There were no County parks in those days and this was one of the favorite skating grounds for the boys in winter, while in summer row-boats could be hired for a small fee from the farmer on the opposite shore from the ice houses.

The dam was never rebuilt, the old mill, which was undermined by the rush of water, fell rapidly to ruin and was carried away piecemeal, and one night the ice houses took fire and burned to the ground. Later, streets were laid out, graded and paved, and now houses stand on what was once the bed of Silver Lake. All has vanished, but the stream and the name which still clings to the neighborhood.

All this is really the end of the story. The beginning occurred way back in 1730 when Jasper Crane, grandson of the Founder of the same name, entered into an agreement with one Joshua Miller "to erect and set up a turning mill on a branch of the Second River, in the road that leads to Watsesson, on the land of him, the said Jasper Crane, the said mill and damm to be erected and sett up and maintained

SILVER LAKE

at the equal share of them." How the enterprise succeeded, and how long the turning mill was in operation it is impossible to say. The property changed hands a great many times, even the land by the pond being divided into at least four parcels with different owners, while the mill site went to still another. This might indicate that the mill and pond were abandoned, the water drained off and the property sold for farm land. We know, however, that a mill was in existence in 1829 for in a deed of that date reference is made to Baker's grist mill. About 1839 the separate tracts were all purchased by one Edgar Darling who reunited the property and a few years later it came into the possession of Joseph Black who must have operated the mill for some years as it was widely known as Black's mill and later as Brady's mill.

In 1866 the whole property was purchased by the Newark Ice Co., the mill finally abandoned and the pond used only for the harvesting of ice up to the time of the great storm.

THE GREAT BOILING SPRING

ON the maps of the City up to the beginning of the present century, just north of the corner of Second Avenue and North Thirteenth Street where the line between Bloomfield and East Orange meets the Newark line, there is a spot marked "Great Boiling Spring." As the writer remembers seeing it some 25 odd years ago, it was well named; a shallow pool 30 or 40 feet in diameter, its surface agitated by many springs which bubbled up through the sandy bottom. A small stream carried off the water toward the west and was one of the feeders of Silver Lake.

The Wells of the Orange Water Company which for many years supplied East Orange with water were located just west of the spring and the fact they were sufficient for the entire needs of the town up to a few years ago is evidence of the volume of this underground water.

In former times this spring was a prominent landmark, and from the first breaking up of the original Newark tract into separate townships has been used as a boundary point. The description of Orange Township, set off from Newark in 1806 reads: "Beginning at a spring called the Boiling Spring on the land of Stephen Day; running thence

THE GREAT BOILING SPRING

in a straight line southerly, etc.” Similarly in 1812 Bloomfield Township separated from Newark and its boundary began “at the Green Island in the Passaic River—and from thence running westerly to the northeast corner of the Township of Orange at the great boiling spring, etc.” again in 1839 Belleville was formed from Bloomfield and its southern boundary also ran from Green Island to the great boiling spring, so that this was now the meeting point of the four townships of Newark, Orange, Bloomfield and Belleville.

When East Orange was cut off from Orange in 1863 its northeast corner was this same spring although not mentioned by name in the description, but six years later when Woodside was formed from Belleville, the Great Boiling Spring, this time in capital letters, again appears as its southwest corner. Then after only two years of separate existence Woodside came back into Newark and the spring is again mentioned. From this time until 1906 when the boundary line between Newark and East Orange was changed to conform to the street lines, Newark, East Orange and Bloomfield met at the center of the spring and Bloomfield and Newark still meet at the same point.

In 1910 the East Orange and Ampere Land Company in developing their tract drained off the water through an underground conduit and today no trace of it remains.

MOTHER NEWARK

ONE of the arguments used by those who advocate a Greater Newark is the fact that the land purchased from the Indians by the Founders extended as far north as the Passaic County line and westward to the top of the Orange mountains, land now occupied by thirteen distinct municipalities. For Newark to absorb any or all of these suburban towns, therefore, would not be annexation but reunion; a return to original conditions. If the question is asked why this division ever took place, the answer is the desire for local self government, reasonable and even necessary at the time, but the reason and the necessity for which under present conditions no longer exist.

In the beginning as now, the centre of Newark was the Four Corners, the first division of lots extending about from Clay to Wright Street, and from High Street to the present line of the Pennsylvania Railroad. From this small area the settlement gradually spread, and as time went on new centres of population developed at the foot of the mountain, at Second River, Camptown and elsewhere. With such roads as there were and with horse or ox teams as their only means of transportation, these centres were far removed from the seat of govern-

MOTHER NEWARK

ment. Local questions arose and it was entirely reasonable and proper for the people of these distant centres to demand a government of their own, and to this demand the people of Newark readily agreed.

One of these centres, settled mainly by Elizabethtown people, was at Springfield, and in 1793 the Legislature set off, partly from Elizabethtown and partly from Newark, the Township of Springfield. A small area in the southwest corner of the original Newark tract thus broke away and is now a part of the Township of Milburn, which was later separated from Springfield. Thirteen years later, in 1806, the Mountain Settlement was incorporated under the name of the Township of Orange, taking from Newark a large area extending westerly from the present west line of the City and the northerly to the present line of Bloomfield and Montclair. This was followed in 1812 by the incorporation of Bloomfield Township which included the present Bloomfield, Montclair, Glen Ridge, Belleville and Nutley, and in 1834 by Clinton, formed from more of the Newark area on the south, about half of Orange and a small section of Elizabeth. This left Newark reduced to about one quarter of its original size.

Mr. Urquahart, in his history of Newark, makes use of a very happy expression in which he calls her "The Mother of Towns," and at this period we find

INDIAN TRAILS AND CITY STREETS

her surrounded by her four children, Springfield (later Millburn), Orange, Bloomfield and Clinton.

By this time the idea of local self government had obtained a firm foothold and in 1839 Belleville, the eastern third of Bloomfield, Newark's first grandchild, was born. There was now a rest for twenty-two years when, in rapid succession, between 1861 and 1874, the three other Oranges, South, West and East, Montclair, Woodside (the first great grandchild, being set off from Belleville), South Orange Village, Irvington and Nutley came into existence in the order named. South Orange Township (later Maplewood) absorbed the westerly half of Clinton as well as the southerly part of Orange. Twenty years later came the Borough of Vailsburgh, and in 1895 Glen Ridge completed the list.

In the meantime something else had happened—Newark had begun to take back her own. In 1869 a part of Clinton came back into the fold followed two years later by Woodside after only two years of separate existence. A small part of South Orange was taken in in 1892, more of Clinton in 1897, and in 1902 all that was left of this once great Township came back into the City. In 1907 Vailsburgh knocked for admission and during the current year a small part of Maplewood also returned, leaving Newark as it is today.

MOTHER NEWARK

Is this the end or will the others also return? Newark wants no enforced annexations; any other policy would be a direct repudiation of the very principles on which she was founded, for it was in protest against the forcible annexation of the Colony of New Haven to Connecticut by Charles II that the Founders of Newark left their New England homes to start life again in this new wilderness. When her children are ready to return Newark will gladly welcome them. Until then, they have her blessing and her best wishes for their continued welfare and prosperity.

PART II

Stories of Newark Streets

PREHISTORIC HIGHWAYS

WHEN that little company of settlers from Connecticut landed on the shores of the Passaic in 1666 they found an uninhabited wilderness. There is no evidence that there was any Indian village on the land which later became the City of Newark, but we know that there was a settlement to the north at Hackensack, for there the negotiations for the purchase of the land were made, and we know that there was a village of the Raritans to the south. We also know from old deeds that certain well defined trails existed at that time, and it is reasonable to suppose that one of them connected these two villages running through the present heart of Newark.

The main highway of the Indians was known as the Minisink Trail, or Path, and is frequently mentioned in the early deeds. A map accompanying the Elizabethtown Bill in Chancery shows a portion of this path. It ran from the seashore at the mouth of the Shrewsbury River, crossed the Raritan just west of Perth Amboy and the Passaic at Chatham, thence across the state striking the Delaware River at Minisink Island, the headquarters of the Minisink Indians.

Numerous branch trails connected with this main

INDIAN TRAILS AND CITY STREETS

path, some of them running from the Passaic River across the Orange Mountains at their lower points. There are no records to show where these paths were, but undoubtedly there was one connecting the village of the Raritans on the south with the village of the Hackensacks on the north. These old Indian trails always followed the line of least resistance, running around the base of a hill, if possible, rather than crossing it. Following the banks of streams but avoiding swampy land. Every indication, therefore, leads us to believe that this trail followed the old lower Elizabeth Road, now Dayton Street and Meeker Avenue, thence through Elizabeth and Clinton Avenues to Washington Street. Rounding the hill at this point and running along its base, the natural course seems to have been through Washington Street to Broad, to Belleville Avenue and up the latter as far as Herbert Place. Here a natural gully, later called the Gully Road, led down to the river; through this the path ran to the river bank, and so along Riverside Avenue to the north.

Judging from the topography of the land alone, this would seem to be the natural location for such a path, but added to this is the fact that these streets are among the oldest of the city, all appearing on the earliest maps, and also that their subsequent widening and straightening still leaves them with many apparently needless bends and angles.

PREHISTORIC HIGHWAYS

If this surmise is correct, Washington Street, rather than Broad, is the Original "Main Street" of Newark. That it did not remain so is due to the fact that it lay at the base of the hill and the Founders in laying out the town recognized the advantage of placing it on a level plain rather than on a hillside. So they laid out their main street about 700 feet to the east leaving room for a tier of six acre plots fronting each street, and also leaving room for another tier on the east at which point they placed their other north and south street, Mulberry. The main street was then bent westward at each end (Clinton Avenue, and Broad Street, north of Central Avenue) to again meet the line of the trail.

So much for the north and south streets, what of those running east and west? Following the same line argument, we find on the oldest maps Market Street branching into South Orange Avenue and the street formerly known as the Old Crane Road. The latter now answers to half a dozen names throughout its length and is the route followed by the Orange trolley cars. We also find traces of the old Road to Bloomfield. These streets are all old, all crooked and all led to the low points in the ridge of the Orange Mountains which they crossed and continued on to join the Minisink Path connecting it with the fishing grounds on the Passaic.

INDIAN TRAILS AND CITY STREETS

Of the Old Bloomfield Road but little remains that can be recognized. Parts of it have been absorbed in Second Avenue and in Heller Parkway with a short section in Mt. Prospect Avenue. A long stretch between these two last named streets has been entirely obliterated. Mt. Prospect Place and a short block bordering Branch Brook Park are all that is left of the old road within the city limits, although in Belleville and Bloomfield it is now a well paved thoroughfare.

South Orange Avenue and the Old Crane Road, except for their width, remain practically as they were when the Indians sold the land to the white men. In 1705 Jasper Crane, Andrew Hampton and Theophilus Pierson, Commissioners to lay out roads, thus described the latter, "A road from Town to the foot of the mountain or Wheelers as the path now runs as straight as the ground will allow." The words "as the path now runs" indicate the origin of the road. Running east from their junction and crossing the north and south trail at Washington Street, this path followed Market Street to the river near the present city dock. The original landing place, near the foot of Center Street, was doubtless also used by the Indians as a landing place for their canoes, and a path probably led from there up Center Street, Park Place and Broad Street joining the main path at the end

PREHISTORIC HIGHWAYS

of Washington Street where most appropriately has been placed a statue of the Indian and the Puritan.

While all of the above is of course more or less conjectural, there is every reason to believe that it is substantially correct, and if so, it shows that we are indebted to the Indians for the skeleton of our street system, both rectangular and diagonal, on which the Founders laid out their town.

THE INFLUENCE OF THE PURITANS

IF one should be dropped from an aeroplane into the centre of a strange town, and looking about him should see a long narrow park, shaded with great trees, bordered on one side by the main business street and on the other by the more pretentious residences of the city, with a church at one end and a flag pole or perhaps a monument at the other, it would be a pretty safe guess that he had landed in one of the old Puritan New England towns.

Such was Newark in the early days, and prior to the coming of the Hudson Tubes, Military Park was a typical New England village green. Should the objection be raised that New Jersey is not in New England, the answer is that in all save its geographical location Newark was essentially a New England village and founded by the strictest sect of the Puritans.

We are apt to make fun of these Puritan ancestors of ours and think of them only as narrow minded folk who affected a strange dress and concerned themselves only with the salvation of their own souls. But whatever we may think of their religious beliefs, in one respect at least they showed a foresight and a broad minded policy far in ad-

THE INFLUENCE OF THE PURITANS

vance of those who came later. This was in the laying out of their settlements.

The Puritan idea of a City plan was based on the village green as the central feature surrounded by broad, well-shaded streets, with the side streets, also of generous width, running off at approximately right angles at irregular intervals. Here we have a picture of the original "Town Plat" of Newark as laid out by the Founders, and it is almost possible to pick out the original streets by their width. Broad and Market of course, 132 and 99 feet wide respectively, with Mulberry, Washington, Hill, Walnut, Spruce and Orange Streets, all 66 feet wide, are on the first known map of Newark. Bank and Academy, William and Franklin and all the rest of the narrow streets came later. Court Street, west of Washington, wide enough for a park in the centre is ancient; Court Street east of Washington, 46 feet wide is more modern.

We complain of the congestion in the centre of the city, but we owe it to those old straight-laced Puritans and their broad-minded policy in laying out their "Town on Passaic" that the congestion is not far worse.

WHAT'S IN A NAME?

A STREET in these days has one thing in common with a child—it is given a name as soon as it comes into existence, sometimes before. A street without a name to distinguish it is almost as unthinkable as a nameless man, and yet Newark had been Newark for considerably over a hundred years before its streets began to be definitely christened.

A distinction must be made at the outset between proper names and mere descriptions. For example Belleville Avenue is a name; the road leading to Second River, as it was originally called, is a description. Sometimes it is rather difficult to distinguish one from the other. Capitals mean but little in the early records and perhaps the best criterion is the use or omission of the definite article "the." Thus Bridge Street would be considered a name, the road to the bridge or the bridge street, a description.

Let us take Broad Street, our most prominent thoroughfare, as an example, and try to find when it really became Broad Street. The earliest mention of this street is found in the "Records of the Town of Newark, New Jersey" under date of June 24, 1667 where we find the following:

WHAT'S IN A NAME?

“Item, the present inhabitants of the Place for their better security and Neighborhood, desired Liberty to set down and take up their Lotts in a Quarter together, which Motion of theirs was consented unto; and after the Line was run in *the Center or Middle Street* of the Town by the Surveyor General, and the several Ranges of Lotts agreed upon, and the *Middle Highways both in the Length and Breadth of the Town* to be Eight Rods wide, etc.”

It will be seen from this that the first designation of Broad Street, a description, not a real name, was the Center or Middle Street. It should also be noted that while Broad Street was the Middle Street in the length, Market Street was the Middle Street in the breadth of the town.

The descriptions of the home lots as they were first divided among the Founders as given in the Town Record Book contain no street names of any kind, real or descriptive. The description of Robert Treat's lot which was on the south east corner of Broad and Market Streets extending easterly to Mulberry Street, for example reads as follows:

“Mr. Robert Treat hath for his home lotte eight acres be it more or less being bounded with the high wayes North, East and West and with Mr. Abraham Pierson's lott South.”

All of the other home lots were similarly described

INDIAN TRAILS AND CITY STREETS

as bounded by "highways" or other private property.

The next mention of Broad Street is found in the Deed from the Proprietors in 1696.

"* * * the streets of the sayd town of Newarke as they are now layed out. viz. *the high street* to remain about two chaines more or less in breadth and in length from Hugh Robert's brook to the mill brook thorow the Middle of the Town, etc." Hugh Robert's brook later called Hayes Brook crossed Clinton Avenue which was formerly part of Broad Street at Wright Street, and the Mill brook at Clay Street and Belleville Avenue.

In the same year in the survey of John Curtiss it is spoken of as "The High Street running throu the middle of the Town," the same descriptive name but dignified with a capital. High Street in these descriptions is of course used in the same sense that we now speak of a high road or highway.

In 1709 we find in Book A of Road Records—"the middle street from one to the other (end) of Newark Town Eight Rod."

Returning to the Town Record book which should be distinguished from the "Records of the Town of Newark," (the latter being the official minutes of the Town Meetings) there is recorded a deed from Zachariah Burwell to Elizabeth Clisbee dated March 19, 1712 for part of his Home lot "bounded

WHAT'S IN A NAME?

East by the *Broad Street*, North by Joseph Bond, etc.” After diligent search through all available records, to the best of the writer’s knowledge this is the first official mention of it as Broad Street. A capital B is used but also the article “the,” making it a description rather than a name. The first deed found in which it is called Broad Street without the limiting “the” is dated in 1798, 132 years after the founding and is recorded in the Essex County Register’s office. It must not be thought however that it was Broad Street from this date on. While “the Middle Street” and “the High Street” were short lived “the Broad Street” survived at least until 1811 and for the last half of the 18th century “the Main Street” was almost as common as “the Broad Street.” In fact a deed mentioning the Main Street was found dated as late as 1819.

It is also interesting to note the following from the Minute Book, the official Town Meeting Records, dated April 12, 1813—

“advertisements to be posted at three different places, viz. at Moses Roff’s, at the pump opposite Capt. Gifford’s in *Broad Way* and at Jacob Plum’s store.”

Broad Street therefore for the first hundred and fifty years of its existence as a street has been designated in the following seven ways:

INDIAN TRAILS AND CITY STREETS

“The Centre Street
“The Middle Street”
“The High Street”
“The Main Street”
“The Broad Street”
“Broad Way”
and “Broad Street.”

In view of their suggestion to change the name of Park Place to Broad Street, the Broad Street Association will be particularly interested in the following two items which were discovered during the course of this study,—from the Town Records under date of January 26, 1670:

“Item, it’s by a full consent of all agreed upon that none of the Common Lands—be given or disposed of—as the Land about the Frog Pond (the old Burying ground)—*together with that which lyeth in the Middle Street towards the Landing Place.*”

This of course refers to Military Park and the fact that it is referred to as lying in the Middle Street indicates that Park Place was then considered as part of Broad Street. This is further confirmed by a deed recorded in the Register’s office, dated September 3, 1800 for a lot now occupied by the southerly part of the Public Service Terminal which is described as being bounded northerly by Boudinot, westerly by Broad Street, southerly by John-

WHAT'S IN A NAME?

son and easterly by Mulberry Street. The terminal building fronts of course on Park Place, and not on Broad Street, as the streets are now named.

HARBOR AVENUE

ON the very earliest maps of Newark the street now known as Spruce Street is called Harbor Avenue. It was one of the old roads leading west from Broad Street and when the lines of Spruce Street were definitely fixed they followed Harbor Avenue nearly to Belmont Avenue. At this point the old road swung off to the north but continued, with many bends in a general westerly direction, while Spruce Street, or Eighteenth Avenue as it is called beyond this point, kept on in a straight line. East Fairmount Avenue and Belgium Street are parts of the old road, the rest having been vacated from time to time, the last section, between Eleventh and Twelfth Streets, in 1909.

So much for the where, but why was it called Harbor Avenue when so far away from the water front?

A great swamp formerly stretched diagonally across that section of the city roughly bounded by South Eleventh Street, South Eighteenth Street, Fourteenth Avenue and Avon Avenue, and though all traces of it have disappeared from the surface, it still causes trouble, due to the unstable soil, to

HARBOR AVENUE

underground structures and the foundations of buildings.

In the early days of the town the settlers were much troubled with wolves, for there are several references in the old Town Record Book to bounties being paid for the killing of these animals. Presumably this swamp was the headquarters of the wolf tribe, for it was known as Wolf's Harbor, and because this old road led from Broad Street up to the borders of the swamp it was called Harbor Avenue.

At a later date, after the disappearance of the wolves, this boggy tract was known as Magnolia Swamp, from the magnolia or sweet bay trees which flourished there, hence Magnolia Street, and because the soil was bog or peat we also have Peat Street in the same locality.

FACTORY STREET AND THE PASSING OF MILL BROOK

THERE is a street in the Eighth Ward running between Seventh and Eighth Avenues and known as Factory Street, but nowhere in its entire length is there anything in the nature of a factory unless the Public School can be considered as a place for the manufacture of future citizens.

Previous to 1863 a sizeable stream ran through a narrow valley from what is now the southerly end of the lake in Branch Brook Park, crossed Broad Street at its junction with Belleville Avenue (the Stone Bridge) and emptied into the Passaic at the foot of Carlisle Place.

This stream was the cradle of Newark's industries, for on it just west of Broad Street, was built, in 1871, a grist mill, no less a person than Robert Treat having a hand in the enterprise. Later two more mills were built further up the stream, one at High Street and at Factory Street, although neither of these streets was then in existence. About 1847 a plant for the manufacture of table cutlery was established on the last named site, whether in the original building or not cannot now be said, and called Washington Factory. It continued in opera-

FACTORY ST. AND THE PASSING OF MILL BROOK

tion for many years, and from this Factory Street received its name.

The present McKinley School is built on this property and stands directly over the old bed of Mill Brook.

The old stream from Factory to High Street was arched over in 1863 and the land filled in. Later other sections were enclosed, and now, as the Mill Brook Sewer, it still flows in nearly its original course to the river. Even the name has disappeared. Mill Street, paralleling the stream, is now Seventh Avenue, and there was formerly a Mill Brook Place, but this name, at the request of a large property owner, was changed a few years ago to D'Auria Street, so that except for the name Factory Street there is nothing left to suggest this once important feature of Newark's landscape.

ROSEVILLE AVENUE

UP to comparatively recent times, that is to say fifteen or twenty years ago, there was a circular shallow pool some forty feet in diameter near the present corner of Second Avenue and North Thirteenth Street. Through its sandy bottom many springs bubbled up, always keeping the basin filled with clear water, while the overflow ran off through a small stream to the westward. This pool was known as the Great Boiling Spring and was the center from which radiated the boundary lines of Newark, Orange, Bloomfield and Belleville, when these last three townships were separated from Newark.

About a thousand feet east of this spring, when this whole region was farm land, ran an old road connecting Orange Street with Bloomfield Avenue and known as Boiling Spring Lane. This old road, or lane, somewhat straightened out, is our present Roseville Avenue. The commissioners appointed in 1857 to lay out streets in Newark recommended the vacating of this old road and opening another street nearly along the same line but exactly parallel to the other streets in the neighborhood to be called North Eighth Street. The northern end of the street conforms to the proposed line, but from

ROSEVILLE AVENUE

Orange Street to Fourth Avenue it follows the line of the old road, making slight angles at each intersecting avenue and retaining the name of Roseville Avenue for its entire length. Its name, of course, is derived from the fact that it is one of the main streets of Roseville, but where is Roseville, and where did it get its name?

It has no definite boundary, but roughly the name defines that section of the city west of the canal lying between Central Avenue and Bloomfield Avenue. It was never a separate entity as were Woodside and Clinton but like Forest Hill is a location rather than a place.

As to the origin of the name two entirely distinct explanations have been given on seemingly equal authority. Mr. Dana, in his pamphlet on Roseville says: "There are two stories as to the naming of Roseville. Mr. Bathgate says that Roseville Avenue was first Bathgate Lane, but the name was changed in honor of a gentleman named Rowe who owned land through which it cut." (That is that the name is a corruption of Rowesville). His daughter remembers that her grandmother once claimed to have used the name because of the abundance of roses in the gardens of the neighborhood.

In support of the first theory the records show that a man named Rowe or Roe did own consid-

INDIAN TRAILS AND CITY STREETS

erable property in this region. Mr. Bathgate is probably mistaken however in his statement that the street was first called Bathgate Lane as the official map of the City made in 1839 and again in 1847 gives it as Boiling Spring Lane. These are the earliest maps on which the street appears. The next later map gives it as Roseville Avenue. As to the flower gardens, a descendant of another of the old families of this section has stated that the name was derived from the wild roses which grew in profusion around the Boiling Spring.

In the absence of further evidence it is left to the reader to decide whether it should be called Rowsville or Roesville or Roseville, and if the latter whether the roses grew wild around the spring or were cultivated in the gardens of the neighboring farmers.

EVERGREEN AVENUE

EVERGREEN Avenue is a street in Newark running easterly from Dayton Street to a dead end at the Pennsylvania Railroad, starting again east of the railroad it runs southeasterly across the line into Elizabeth. Neck Lane is a street in Elizabeth running easterly from the Old Road to Newark to the Essex and Middlesex Turnpike and thence southeasterly to Meadow Street. There is apparently nothing in common between these two descriptions and yet they both refer to the same street, for a hundred years ago Evergreen Avenue was Neck Lane; Dayton Street was the Lower Road to Newark, or to Elizabeth depending on whether the description was given in Elizabeth or Newark; through the old Essex and Middlesex Turnpike were laid the tracks of the New Jersey Railroad and Transportation Co. later leased to the Pennsylvania which has entirely absorbed the old wagon road, and finally this part of Newark was at that time included within the boundaries of Elizabeth.

This last mentioned feature is of particular interest, for this little section of Newark through which Evergreen Avenue runs, a rough half circle about a mile and a half wide by two and a half

INDIAN TRAILS AND CITY STREETS

long, is the only part of our city, in fact the only part of Essex County east of the Orange mountains, that was not included in the tract of land purchased from the Indians by Newark's Founders in 1666. This land, lying as it does south of Bound Creek was a part of the tract purchased by the Founders of Elizabeth two years earlier.

When Clinton Township was formed in 1834 it took in this part of Elizabeth together with parts of Newark and Orange Townships. So when Newark absorbed what was left of Clinton in 1902 this piece came with it. All the other additions which have been made from time to time to Newark's area have simply been a coming back of that which was once our own; this section alone can be considered as an annexation.

WOODSIDE AVENUE

WHEN one speaks of Woodside, it is usually understood that reference is made to that section of the city lying north of Mount Pleasant cemetery and east of Mount Prospect Avenue, that part of the north end of the city west of this street being generally known as Forest Hill. They are both now merely local names, but at one time Woodside was an entirely distinct municipality including not only the area now recognized as Woodside, but Forest Hill as well.

Previous to 1812, Newark extended as far north as the Passaic County line, but in that year the Township of Bloomfield was organized, cutting off nearly all of the northern end of Newark Township on a line running from Green Island in the Passaic River to the Great Boiling Spring, and so north westerly, with two or three angles, to Eagle Rock. In modern terms, the line, so far as we are interested in it at present, ran from the foot of Herbert Place to the corner of Second Avenue and North Thirteenth Street.

Twenty-seven years later Belleville separated from Bloomfield, the boundary between the two starting from this same spring and thence running

INDIAN TRAILS AND CITY STREETS

northerly, generally parallel to the river to the Passaic line.

In 1869 that part of Belleville south of Second River broke away and organized itself into a new township under the name of Woodside. Its existence as an independent municipality, however, was short-lived, for only two years later it knocked and was again admitted into the household of Old Mother Newark from which it had separated fifty-nine years before.

And so the section known as Woodside comes honestly by its name, and it was eminently appropriate that in laying out new streets through this part of the city one of them should be called Woodside Avenue.

HAWTHORNE AVENUE

THERE are a number of streets in Newark named for men who have been prominent in the literary world. In the southern part of the city is a little group composed of Emerson, Whittier and Lowell, and toward the north we find Herbert and Irving. Within the last few years there have been added Poe and Longfellow, but Hawthorne Avenue does not really belong in this class of names.

It was originally spelled without the final e and derived its name from the hawthorn bush and not from the novelist. On a map of Essex County dated 1859, the knoll west of Osborne Terrace is called Hawthorn Hill and the same name appears on a map of Clinton Township published about the same time. As late as 1897 a hawthorn hedge of considerable extent bordered the side of the road near this point, and a recent visit to the locality resulted in discovering a few scattered bushes, one of them grown into a fair sized tree still standing.

While the official spelling of the name is now Hawthorne, there is no question as to the origin and the original spelling of the word. The change occurred some time between 1893 and 1899, official maps of the city of those dates spelling it both with-

INDIAN TRAILS AND CITY STREETS

out and with the e. That part of Clinton Township was then growing rapidly and was annexed to Newark in 1897. The final e seems to have first appeared on maps of real estate developments of which there were a number about this time.

The records show that the lines of the road from Elizabeth Avenue to Clinton Place were definitely fixed by survey in 1856, and in the description it is called the Great Hill Road, the great hill probably being Hawthorn Hill above referred to. West of Clinton Place the street is comparatively new, being opened in one of the real estate developments.

East of Elizabeth Avenue the road continued eastward to a dock on Bound Creek. Over it the farmers used to haul their garden truck to be shipped in small sloops to New York. The dock disappeared long ago, and within the past few years the creek has been replaced by a sewer and the land entirely filled in. The road too is gone, but west of Elizabeth Avenue it is now a well paved highway on which automobiles and trolley cars have replaced the farmers' wagons of the past as the name of the man of letters has replaced that of the thorn bush.

BROAD STREET

THANKS to the broad vision of the Founders, Newark has one of the finest business streets in the United States. Some of the younger municipalities of the country were of course laid out on broad lines, but where among the older cities can be found its equal? Compare Broadway in Dutch New York, or the business streets in Quaker Philadelphia with Broad Street in Puritan Newark, and the contrast is striking.

Broad Street today runs from the Mount Pleasant Cemetery on the north to the Lehigh Valley coal pockets on the south, and except for the bend at Central Avenue is practically a straight line. Originally Broad Street began at the Mill Brook (Clay Street) and extended south and south west, including Clinton Avenue to Hayes Brook (Wright Street). This accounts for the great width of the eastern end of Clinton Avenue. Broad Street south of Chestnut was a lane leading to the meadows and Broad Street north of Clay was not opened until many years later.

At one time we had five Broad Streets in Newark; Broad Street from Clay to Chestnut; South Broad Street, south of Chestnut; East Broad Street, north of Clay; West Broad Street, now Clinton Avenue

INDIAN TRAILS AND CITY STREETS

and North Broad Street, until recently Belleville Avenue and now Broadway. The present names of Clinton Avenue and Belleville Avenue do not appear until 1868.

Broad Street has literally been raised out of the mud. A few years ago in cleaning out the cellar of a store just south of William Street, a forgotten flight of stone steps was discovered concealed beneath a mass of rubbish. The property was formerly the site of the old Presbyterian Church parsonage. Here Aaron Burr was born and here the College of New Jersey housed for nearly ten years before its removal to Princeton. These steps had evidently led up from the original street level to the front gate, indicating a filling of several feet.

It is related that on the occasion of the visit of Louis Kossouth to Newark in 1852 a scow was drawn by horses through Broad Street, the mud being too deep and soft to permit of the use of a wheeled vehicle. Shortly after this the first pavement, of cobble stones, was laid. The last of these were not removed until 1887, being replaced in sections from time to time with granite block. Wood block pavement was laid in 1914, and the present asphalt in 1926.

